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No. 27,406 HONG KONG, FRIDAY, FEBRUARY 7, 1930.

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FRANCE REFUSES TO YIELD WILL NOT AGREE TO ABOLITION OF SUBMARINES RIVAL METHODS AGREEMENT ON BATTLESHIPS AND CRUISERS

Although substantial agreement between France and the other naval Powers has been reached at the London Naval Conference regarding battleships and heavy cruisers, the French attitude to submarines was emphasised by M. Leygues who, in an interview, said, "Under no conditions will France agree to the abolition of submarines."

Mr. H. L. Stimson said that America would gladly agree to the abolition of submarines, but if that were impossible, they would suggest that their operation should be amenable to the same international laws as surface craft in operation against merchant ships.

CRITICS SATISFIED

London, Yesterday. This afternoon's meeting of the first committee of the Naval Conference, over which Mr. A. V. Alexander, First Lord, presided, lasted for 90 minutes. It is understood that the progress made has been so satisfactory that critics are well satisfied to-day. The meeting examined the possibility of reconciling the two rival methods of limitation—global or by categories—and discussed the classification to be adopted to the various warships. They finally appointed a Sub-Committee of Naval experts to draft the resolutions for consideration at a later meeting. The Committee will also get down to figures regarding tonnage and categories.

Immediate Parity
Mr. H. L. Stimson, the chief U.S. Naval Delegate, stated that following the negotiations between the United States, Great Britain, and Japan, they were now in a position to clarify the limits of a possible agreement. The United States proposed immediate parity with Great Britain for every class of ship. They suggested the reduction of the number of battleships, so that the two fleets would be equalised in 1931 instead of in 1942. They were prepared to compromise on a proposal to meet the British and American divergence regarding cruisers.

Abolition of Submarines
They would gladly agree to the abolition of submarines, but if that were impossible, they would suggest that their operation should be amenable to the same international laws as surface craft in operation against merchant ships. Mr. Stimson is now in very hopeful spirits that, in co-operation with the other delegations, the primary purposes of the Conference may be accomplished.

The proceedings of the Naval Committee to-day apparently constituted such a definite advance as to set the Sub-Committee the task of drawing up a dual scheme of categories adapted to meet the needs of the two sections of the five Powers, namely, the section including France, favouring total tonnage without categories to enable them to have a specialised navy, and the section including Great Britain and the United States favouring the category system.

France adamant
It is learned from an authoritative French source that substantial agreement has been reached regarding battleships and heavy cruisers. The French attitude to submarines was emphasised by M. Leygues who, in an interview, said, "Under no conditions will France agree to the abolition of submarines."

Mr. Stimson said that the gross tonnage of the British and American fleets was substantially 1,200,000 tons apiece, and declared that under their suggestion the actual difference in the cruiser fleets was only 13,000 tons.

The United States, with 18 larger cruisers armed with 8 inch guns, compared with Britain's 15, would have a superiority of 30,000 tons, but Great Britain would have a superiority of 40,000 tons in smaller cruisers armed with six-inch guns. Great Britain would have the option of reducing the number of small cruisers to increase the larger cruisers from 15 to 18, thereby achieving the total of 327,000 tons, or the exact amount which the United States now asks.

Total Tonnages
On the contrary, the United States has a similar option of increasing her smaller cruisers at the expense of the larger, by which she would acquire a total of 320,000, the exact amount for which Britain now asks. It is pointed out that the British fleet contains two more battleships than the United States, and that the United States would propose to reduce all relation satisfactory.

to us and, we hope, to them." In conformity with past relations it would not be based on the same ratio for every class of ship.

Mr. Stimson did not feel that at present it was appropriate to make suggestions to the French and Italians, whose "problems are not so directly related as ours."

Women's Appeal
The Women's International League was only one of a number of Women's organisations from Great Britain, Japan, France, and America received at St. James's Palace this morning, under the auspices of the Women's Peace Crusade.—Reuter.

Difficult Problems
Rugby, Yesterday. Progress was made to-day towards resolving one of the most difficult problems with which the London Naval Conference is faced, namely, of reconciling the methods for the limitation of naval armaments. At the outset of the Conference the French favoured limitation by the system of global tonnage, and the British allocated limitation by categories of ships, which was the basis of progress made at the Three-Power Naval Conference in Geneva in 1927.

As a contribution to the settlement of the differences the French delegation last week advanced a compromise proposal and, after it had been examined the British put forward a plan for co-ordinating the category and global theories retaining within limits certain features of the French transfer proposals.

Position Reviewed
Following Tuesday's discussion of these proposals there have been further consultations between the delegations and a meeting of the First Committee was held this afternoon, at which the position was again reviewed. It is understood that the course now being followed is to work towards a final agreement which would lay down global tonnage but, at the same time, embody a table in which each Power after discussions between the delegations would have allocated its global tonnage between categories.

A communique issued to-night states that the committee examined the possibility of reconciling the two methods of limitation, and proceeded, "Subject to the renewal by the Italian delegation of questions of reservation regarding the necessity for prior determination of the percentage of national total tonnage, substantial progress was made." The Committee then entered on a discussion of the classification to be adopted for the various types of warships. On the subject, also, good progress was made. A committee of experts was set up to draft resolutions for consideration at a later meeting of the committee and for the examination of certain technical questions.

Premier Optimistic
In his speech to-day to the deputation of the Women's Peace Organisation, Mr. Ramsay MacDonald said, "I think we are going to get not only good agreement but much more than that."

Supposing agreement itself fell short of what the delegations individually would like to go. Supposing a compromise, which was absolutely essential, at any rate, for the first stage, did not fulfil all expectations. That was not the only result of the conference. To him the greatest achievement of the conference was that the delegations of the nations came together and revealed the minds of the various nations to each other and came to a moral understanding of each other. That was an even greater result than the material gain of reduction in one class or another of ships.

The Building Menace
The Premier proceeded, "Remember that projected programmes are just as great a menace to the peace of the world as the actual building that up to the moment has taken place. When agreement has been published there

TRIBUTE TO SIR H. GOMPERTZ SYMPATHY OF LOCAL BENCH AND BAR "A GOOD FRIEND"

Sitting at the Summary Court this morning and before the Friday list of cases were heard, his Honour the Puisne Judge (Mr. Justice J. R. Wood) paid a warm tribute to the late Sir Henry Gompertz.

Addressing Mr. P. M. Hodgson, who was the senior solicitor present in Court, his Lordship said that it was with the feelings of the deepest regret that he had heard of the death of Sir Henry Gompertz. The late Sir Henry Gompertz was for a long time closely associated with local Courts of Justice, and that as he had known him for so long he felt that he had lost a good friend.

Continuing, his Lordship said that the late Sir Henry Gompertz was one who was both in Court and in private life much loved, always courteous and of great help to every one. He would like to express his deep sympathy with Lady Gompertz and family in their bereavement.

Reply for the Bar

Replying, Mr. Hodgson said that he also felt that he had lost a friend. The late Sir Henry Gompertz was indeed a real friend to all solicitors who had the privilege of appearing before him. On behalf of his colleagues present in Court he wished to associate himself with the remarks made by His Lordship. He and his colleagues desired to express their sincere sympathy with Lady Gompertz and family.

will be superfluous ships and superfluous programmes scrapped. But there is something invisible, but very effectively done at the same time, and that is when you have scrapped things you have also really and effectively made unnecessary a good deal of remnant. The progress to disarmament is going to be progress marked by this characteristic. There will be a periodical scrapping and at the moment of scrapping the proportion of that which is retained will become in the minds of people superfluous and so process will go on. In that way the triumph of universal disarmament will be reached.—British Wireless Service.

Earlier Cables

London, Yesterday. Mr. Ramsay MacDonald, accompanied by Mr. Wakatsuki and Mr. Stimson, received at St. James's Palace, a deputation of women organised by the Women's International League for Peace and Freedom, including a Japanese delegation with a petition for abolishing war. The League has affiliations in forty countries. The resolutions were presented on behalf of the people of the conferring Powers, except Italy, also an international resolution urging drastic reductions in all types of Naval armaments, particularly the abolition of battleships.

Mr. MacDonald, in reply, tributed women as pioneers of the work of preparing the way for the Conference. He declared that whatever the result of the present Conference it would not be the last word on disarmament. Mr. MacDonald proceeded to outline the complexities of the situation and the tremendous difficulties in reaching an agreement owing to the various nations' different needs.

Mr. MacDonald thought the Conference would come to a good agreement, but even if all expectations were not fulfilled, the greatest achievement would be that the nations assembled would reach a moral understanding. Not only superfluous ships but superfluous programmes must be scrapped. The great problem for solution was to unite peace with security, which in its composition was nine-tenths psychological. Mr. Stimson also spoke briefly, but Mr. Wakatsuki smilingly declined to say anything.

The British Commonwealth delegates met to-day and discussed the British Memorandum in reply to the French compromise proposal.

As regards the suggestion made yesterday that submarines should be humanised and not abolished it is pointed out that while the British still hold that submarines should be abolished, the question of humanising them originated not with France but with Britain supported by the United States.—Reuter.

FRIEND OF HINDU WIDOWS CHAMPION OF HINDU SOCIAL OUTCASTS ARRIVAL IN COLONY

Dhondo Keshao Karwe, who is credited with winning freedom for widows in India, arrived in Hong Kong to-day by the S.S. Hakusan Maru and will probably stay here a few days.

The Berlin Tageblatt publishes the following account of his fight against the Hindu custom of treating widows as social outcasts:—

"Dhondo Keshao Karwe, who is seventy-two years old, was born as the son of an aristocratic but very poor Brahmin family. He was an eager student and became a teacher in Bombay. He stayed there up to the age of forty, when his friend Gokhale, a great Liberal leader in India, had him become professor of mathematics at Ferguson College in Pune."

Married Widow in 1893
Shortly after his transfer to Pune he did what was to fashion his entire later life. His wife had died, and he thought of marrying again. But this mature man could not decide to marry a young girl of thirteen or fourteen, as Hindu customs and religious prescriptions required. He did then something which seemed to be a sacrilege in the eyes of his contemporaries in the year of 1893: he married a widow.

"According to the orthodox Hindu views which then were still unshattered, widows are something like moral outcasts. The death of the husband is considered a divine punishment for terrible sins which the widow committed in earlier incarnations. She lives in the home of her relatives and is treated worse than a slave. Marriage with a widow is still to-day almost blasphemous to the mind of an orthodox Brahmin."

Forbidden to Visit Kin

"The family of Karwe finally admitted the accomplished fact, but his native village considered him an outcast. When he wanted to return there to visit his family, his brother was ordered to follow strict rules of behaviour: Karwe was to sit alone on a rug; Karwe was not allowed to attend meetings; and if he entered the home of his brother, his brother was to be excommunicated. Karwe did not mind the first two orders, but he felt much hurt that he should not be allowed to call on his old mother and on his brothers and sisters. He stayed away for two or three years, but finally went home after all. He lived there in a cottage outside the village and saw his mother and other relatives secretly at night. Ten years later the wrath of the villagers somewhat cooled down, and in 1915 Karwe was allowed to stop at the home of his brother, though he had to eat separately."

(Continued on Page 9)

DEPUTY TREASURER New Appointment Made for Hong Kong

The China Mail is informed by the Colonial Secretary, that Mr. Edwin Taylor, Deputy Treasurer, Sierra Leone, has been selected by the Secretary of State for the Colonies as Deputy Treasurer, Hong Kong.

COURT LAUGHTER

Detective Reproved by Magistrate

Toward the conclusion of a traffic case at the Kowloon Magistrate's court this morning, a sudden burst of hearty laughter came from a man standing outside the Court room. Mr. Whyte-Smith, bring him in. The jovial one, a Chinese detective, was brought before the Magistrate, who addressed him thus: "What do you mean by making that noise? How can we do our work if somebody else did that? You would be the first to object wouldn't you? A man of your position should know better."

CHIANG AND THE KWANGSI WAR CERTAIN OF HIS POWER TO EXTERMINATE REBELS TO DIRECT OPERATIONS

Canton, Yesterday. A portion of the Ironsides under Li Hon-yun and Teng Lung-kwang are reported to have arrived at Shumchi District, via the upper West River. Shumchi is situated in the South-East of Kwangsi, about 45 miles south of Wuchow and 20 miles from the north-western border of Kwangtung. The objects of the Ironsides is believed to invade the southern section of Kwangtung, aiming at the capture of Loting, about 34 miles from Takking and 50 miles from Fengcheun, thus threatening the rear of the Canton forces. The withdrawal of the 62nd Canton Division under General Heung Hong-ping to Fengcheun is to strengthen the border defence and to deal with this menace.

Offensive to be Launched
General Chu Shao-liang, Commander-in-Chief of the 8th Route Army, has despatched his armies in three direc-

STOP PRESS

Nanking, To-day. Owing to the receipt of a telegram from Admiral Yang Shu-chuan stating that he is now on his way to Nanking, Marshal Chiang Kai-shek is not leaving for Canton immediately, as he intended.

In spite of the negotiations between the Central Government delegates and the Fukien delegates the situation in Fukien remains unsettled. Hence Admiral Yang Shu-chuan has decided to go to Nanking to report on the situation and await instructions from the Government.

As Admiral Chen Shao-kwan, acting Navy Minister, intends to go to Canton with Chiang Kai-shek, Admiral Yang Shu-chuan will take charge of the Ministry during Admiral Chen's absence.—Reuter.

Rome, Yesterday.
The Italo-Austrian Treaty of Friendship has been signed by Signor Mussolini and Herr Schober, the Austrian Chancellor.—Reuter.

Enemy Boats Bombed
After the occupation of Kuanyang in Kwangsi, about 80 miles from Kweilin, the Hunan loyal troops are advancing the vicinity of Kweilin, a joint general offensive will be launched. Several planes, which were despatched yesterday from Wuchow to the upper West River for reconnaissance, had successfully bombed seven of the enemy's boats anchored at Menghu, about 43 miles from Wuchow, which were supposed to have contained supplies.

Loyal Troops Advance
Shanghai, Yesterday. With regard to the situation of Kwangsi, President Chiang Kai-shek was certain to be able to exterminate the Ironsides, and the Kwangsi rebels, and that upon his arrival at Canton he would proceed to Wuchow, personally to direct operations.—Canton News Agency.

AIR SPEED RECORD Another Attempt to Break It

Rugby, Yesterday.

An attempt will be made shortly in this country to break the present air speed record of 357.7 miles an hour created by Squadron-Leader Orlibar at Calshot last September. The machine in which his record was established was a Supermarine Rolls-Royce S8, but the new attempt will be made in a Gloster-Napier Six, which was built for the Schneider trophy race but did not participate, owing to trouble with the petrol feeding system. This difficulty has now been solved and the builders of the machine and engine are confident of its ability to set up a new speed record. The attempt will be made at Felixstowe.—British Wireless Service.

SERIOUS STATE OF SUGAR INDUSTRY NOT BEING SOLD TO-DAY UNDER FREE CONDITIONS HOUSE OF LORDS DEBATE

Rugby, Yesterday. In the House of Lords, Lord Ellbank, (Conservative) called attention to the serious state of the British West Indian sugar industry, and pressed for the early publication of the report of the West Indian Sugar Commission which recently returned from the West Indies. Lord Ellbank said that it was perfectly clear that sugar was not being sold to-day under free trade conditions. The over production of sugar, which existed to-day and which was being loaded upon the markets of the world, was very largely due to high protective tariffs, subsidies and cartels.

He suggested that Mr. Philip Snowden, Chancellor of the Exchequer, should not remove or reduce the sugar duties this year, and should continue the existing preferential duties.

Lord Oliver, (Labour) who was chairman of the West Indian Sugar Commission, supported Lord Ellbank's appeal. He believed that when Mr. Snowden in July last expressed his intention to sweep away all duties on foodstuffs he was not fully acquainted with the situation. The Commission had come to the conclusion that, under the present circumstances, even with preference, the West Indian sugar industry could not continue to be carried on because of the collapse of credit and because the statement of the Chancellor of the Exchequer had knocked the bottom out of the market.

Preference To End

"If and when preference is withdrawn without compensation, so far as it produces for some consumption it will be put into the process of winding up and at the end of eighteen months it will come to an end." He suggested that the report of the Commission should be submitted to the Economic Committee which the Government had lately set up. At present, West Indian growers were producing at a loss of one pound to twenty-five shillings a ton. If preference were withdrawn they would produce at a loss of five pounds per ton.

Lord Passfield, Secretary for the Colonies, replying for the Government, said that the fundamental cause of the present situation was that production had outrun consumption. The difficulties of remedying the situation were almost insuperable. When the Chancellor of the Exchequer stated his desire and intention to sweep away the duties on imported foodstuffs, he was expressing the feelings of all three parties. The Liberal and Conservative parties equally with the Labour Party were strongly against putting duties on foodstuffs.

If relief were to be given to sugar planters he suggested that the charge could better be borne by those of the public who were able to pay than by a poorer section of the community. He hoped that in the international field something could be done to deal with over-production. He regretted that he had no policy to announce, but the Government would not be slow to consider this matter, the gravity of which they fully understood.—British Wireless Service.

KOWLOON POINT TRAFFIC HARDSHIP ON MOTOR COMPANY WAITING FOR FERRIES

The dilemma of the Duro Motor Company in not having a space allotted for their public cars at the Star Ferry stand, Kowloon, was emphasised at the Kowloon Magistracy this morning when a Chinese driver of one of the Duro cars was summoned for waiting at the stand on January 27 at 12.35 a.m. after the limited 10 minutes.

Mr. M. H. Large, manager of the Duro Motor Co., indicated that it was very hard on his company because there was only space for three cars at the stand, so his man had to wait next to the taxis. The car was ordered out by someone from Hong Kong, in support of which he produced a chit which his Worship concurred was genuine.

Traffic Sergeant Clarke pointed out that these cars were only allowed to wait for two ferries and were then supposed to move off.

Hindrance to Trade

To that Mr. Large replied that it would hinder his trade in this way. If, say, a person who ordered a car came off the third ferry and saw the car had gone then that person would automatically take another one. Mr. Large emphasised the fact that his trade with Hong Kong in cars would have to be entirely cut off with this ferry waiting business.

Mr. T. S. Whyte-Smith said that if the person hiring the car knew that it would wait for him, or her, for many ferries he or she would probably go into an hotel and have a drink for half an hour or so.

Mr. Large pointed out that his cars were strictly ordered not to pick up fares on the roads but were only allowed out on the ground that a chit or note personally signed by the hirer was seen by him.

Bona-Fide Chit Essential

The Magistrate said that a car driver, on finding that the hirer was not forthcoming from a ferry, could move on and come back again. But that would be called loitering by the Police. It would be different if the driver held a definite bona fide chit to say that he was there waiting to take a party.

Sergeant Clarke concurred. He said that if a note were shown then the car would be allowed to wait for 15 minutes or so. The Police were not pressing this case, and a caution would meet it.

His Worship told the constable that he believed the note to be genuine and discharged the driver with a caution.

Mr. Large said that the Duro Company always tried their best not to break regulations, and to keep within the law.

Touting For Fares

That it was convenient for Chinese people who could not read for a bus conductor to shout out its destination was the observation made by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, when a Chinese conductor of the Kowloon Motor Bus Co., Ltd., was summoned for soliciting fares at the Star Ferry, Kowloon.

The defendant, in answer to the charge, said that he was only answering one of the inquiring passengers and said "Yaumati, Mong-kok, Kowloon City".

Sergeant Clarke said that the Police took steps in this matter simply to stop them hiring touts to call out the respective destinations of the buses.

Mr. Whyte-Smith asked the defendant what he would do if he did not call out, and he replied "If I do not call out, I just stand—that's all".

The Magistrate told the defendant that he must not call out, because, if they all did so, the place would be in a state of pandemonium.

The conductor was cautioned.

At the annual conference of the National Union of Women Teachers at Canterbury resolutions were passed demanding that all avenues of promotion should be equally open for men and women, with equal pay for both when of the same professional status.

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NOTICES.

HONG KONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at City Hall, Hong Kong, on SATURDAY, the 22nd February, 1930, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1929.

The Register of Shares of the Corporation will be CLOSED from MONDAY, the 10th February, 1930 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 3rd February, 1930.

TRINITY COLLEGE OF MUSIC, LONDON.

LOCAL EXAMINATIONS, MAY, 1930.

THEORY AND PRACTICAL.

ENTRY FORMS are now ready and may be had from the local Secretary, Wm. ANDERSON, c/o Anderson Music Co., Ltd., St. George's Building, Ice House Street.

THE SOMERSET LIGHT INFANTRY GYMKHANA at STEEPLECHASE COURSE, KWANTAI.

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NOTICES.

ST. STEPHEN'S COLLEGE, STANLEY.

SCHOOL will RE-OPEN on MONDAY, February 17 at 9 a.m.

Prospectuses may be obtained from Mr. LI HOI TUNG, Manager, Messrs. Banker & Co., Bank of China Building, Queen's Road C.

NEW STUDENTS will be received by the Warden at the Offices of Messrs. Banker & Co., Bank of China Building, Queen's Road C. on Friday, February 14, at 9 a.m.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of this Company will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on FRIDAY, the 14th February, 1930, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1929.

The Register of Shares of the Company will be CLOSED from Friday, the 7th February, 1930, to Friday, the 14th February, 1930, both days inclusive.

By Order of the Board of Directors,
F. H. CRAPNELL,
Secretary.
Hong Kong, 3rd February, 1930.

HONG KONG TELEPHONE COMPANY, LIMITED.

AUTOMATIC TELEPHONE SYSTEM.

DEMONSTRATION MODEL.

A DEMONSTRATION SET, showing the operation of the Automatic Switches during the progress of a call, and demonstrating the various tones received at each stage, has been installed in the main lounge of Lane, Crawford's Cafe, and telephone users are earnestly requested to avail themselves of the opportunity of becoming conversant with the method of operation by paying a visit to this working model where officers of the Company will be in attendance to explain the functioning of the switches and the meaning of the different tones.

J. P. SHERRY,
Manager.
Hong Kong, January 30, 1930.

NOTICE

FIRST CHURCH OF CHRIST, SCIENTIST, HONG KONG, announces a FREE LECTURE on

CHRISTIAN SCIENCE

by
HON. WM. E. BROWN, C.S.B., of Los Angeles, Cal.
Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

In the Old Chamber of Commerce Room, CITY HALL, on
TUESDAY, February 11th, 1930, at 5.45 p.m.
The Public is cordially invited to attend.

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ORDERS FOR THE CURRENT WEEK

LAYERS' CLASS

Orders by Lieut.-Colonel L. G. Bird, D.S.O., C.B.E., state:—
Musketry Table "T" Rifle Parts I & II

The Scottish Company will fire this course at Stonecutters on Sunday. Range Officer: Lieut. G. Duncan, M.A.S. Dress: Uniform or muff. Launch will leave Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m.

Corps Band

There will be a full Band Practice at Headquarters on Tuesday in muff at 5.30 p.m. All members of the Band must make a special effort to be present owing to the impending inspection.

The Battery

The Battery will parade on Friday, February 14, at 5.30 p.m. for gun drill and signalling. Members who are deficient of their requisite number of drills are reminded that there are very few more parades in this season. It is proposed to form a layers class to enable men to qualify for their layers badges. Will all members who wish to attend give their names to-day.

Engineer Company

Thursday.—Parade at Shed, Wellington Barracks, at 5.30 p.m. for D.L. Instruction. Dress: Muff.

All members who attended camp are requested to attend and draw pay.

Corps Signals

Parade at miniature range at 5.30 p.m. on Monday.
Dress: Muff.
Parade at Corps Headquarters at 5.30 p.m. on Thursday, February 13 for Buzz Test.
Dress: Muff.

Machine Gun Troop

Parade at Headquarters at 5.30 p.m. on Thursday for Machine Gun Instruction.

Armoured Car Company
Car Section and Motor Cycle Section parade at Headquarters to-day and on Friday 14 at 5.30 p.m. for Machine Gun Instruction.

Machine Gun Company

The Company will parade as strong as possible for squad and arms drill on Tuesday at Headquarters. Dress: Muff, belt and sidearms. Platoon Commanders and N.C.O.s must make a special effort to be present and see that the units under their command turn out in order to ensure a successful parade at the G.O.C.'s inspection.

Scottish Company

Parades, Thursday.—Machine Gun Instruction.
No. 6 Platoon at Kowloon Dock under Lieut. G. Duncan, M.B.E.
No. 7 Platoon at Headquarters at 5.30 p.m. under Lieut. H. R. Forsyth.

Musketry.—All ranks are reminded that Parts I and II musketry will be fired at Stonecutters on Sunday. Launch will leave Queen's Pier at 9 a.m. and call at Kowloon 9.15 a.m. Range Officer: Lieut. G. Duncan, M.B.E.

Portuguese Company

Musketry.—The Company will fire Table "T", Part I, on Sunday, February 16. Full details will appear in next week's orders.

Parades.—The Company will parade for training under Platoon arrangements at Headquarters on Friday, February 14 at 5.30 p.m. N.C.O.s are reminded that only a short time now remains for the training of their commands during the present training season. Every advantage should be taken of every parade possible.

Rifles.—There are still some rifles that have not yet been returned to Corps Stores. These should be returned immediately in a clean condition.

Marksmen

The following have qualified as marksmen and are entitled to wear the badge for one year:—
No. 245 C.Q.M.S. E. G. Stewart,
No. 1 Platoon, 99 Points.
No. 1121 L/Sergt. G. E. L. Johnson, No. 8 Platoon, 91 Points.

Strength

The following recruit is taken on the strength and posted as under:—
No. 1588 Pte. H. Gubbay as from February 4.

Appointment

Publication No. 78 of Hong Kong Government Gazette, February 1, 1930.

His Excellency the Officer Administering the Government has been pleased to appoint Captain (Hon.) Blackwell M.A.S. to the post of Major, H.K.V.D. as one of his Honorary Adjutants-General.

Struck off the Strength
No. 224 L/Sergt. J. C. Fletcher, No. 7 Platoon, is permitted to resign as from February 1, 1930.

Leave

No. 1086 L/Sergt. L. F. Nicholson, The Battery, from February 8 to 15, 1930.

(Sgd.) R. A. WOLFE-MURRAY,
Major Adjutant, H.K.V.D. Corps.

NOTICE

Engineer Company.—A Company shoot will take place at the Peak Range on Sunday, February 23. See details circulated to all members.

SIR H. J. GOMPertz

Former Hong Kong Judge Dead

London, Yesterday.
The death is announced of Sir Henry Hessey Johnston Gompertz.

[The late Sir Henry Gompertz was born in 1867. He was educated at Bedford and Exeter College, Oxford. He went to the Straits Settlements in 1890, and in 1897 he acted as Assistant Registrar-General in Hong Kong. He qualified in three dialects of Chinese, and was called to the Bar, Lincoln's Inn, in 1899. He was Assistant Colonial Secretary, 1900, Senior Magistrate 1907. Puisne Judge Supreme Court 1909-1925, and was appointed the Chief Justice of the Federated Malay States in 1925.]

HOTEL GUESTS

At the Hong Kong Hotel

February 5, 1930

Miss F. H. Bown, Miss Benoit and 3 children, Messrs. C. Blair, R. H. Bevan.

Mrs. C. A. C. Colton and Miss M. Colton, Messrs. E. Coates, M. Crisp, J. D. Carriere, A. W. Cook, G. H. Charrington, A. Campbell, D. E. Capleman.

Mr. J. M. Dalgarro.
Mrs. M. C. Foster, Messrs. O. H. Farrar, W. M. Fraser, W. S. Forbes, H. H. M. Farnham.

Messrs. J. N. Grant, C. Giovanni, Messrs. J. E. Hannaford, F. H. Hill, V. F. Harvey.

Mr. J. E. Joseph.
Miss H. Lillie.
Mr. A. M. Martin, Mrs. M. Molyneux.

Mr. F. S. Odom.
Messrs. D. C. Palfreeman, A. G. Paxton, Mr. and Mrs. Phelps, Miss M. S. Pere.

Messrs. D. O. Russell, A. R. Robinson.
Messrs. D. E. Sassoon, A. M. Slack, A. P. Smith, H. W. Stevenson, W. Smith.

Messrs. R. Thuan, J. Thomson, Mr. and Mrs. W. B. Tyler, Mr. and Mrs. J. V. Tong.

Mr. R. Vitich.
Messrs. R. L. Wylie, M. Wilkinson, G. V. Woodroff, W. Weir, Miss M. C. Waddell.

Mr. A. Zanchino.



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ILLUSTRATED I

ILLUSTRATED II

ILLUSTRATED III

A WEEK'S PAPERS IN ONE. OVERLAND CHINA MAIL

SPECIAL COLOURED SUPPLEMENT with PICTURES of all local events is given free in the OVERLAND CHINA MAIL.

LOCAL NEWS, CHINESE NEWS, and all the NEWS.
The Weekly paper that saves you the trouble of writing Home.

The past week has been signalled by the departure of His Excellency Sir Cecil Clementi to take up the so-called higher (but not so important) post of Governor of the Straits Settlements and High Commissioner of the Federated Malay States.

The farewell ceremony at Statue Square and Queen's Pier was a genuine tribute of respect for Sir Cecil and a sincere note of regret at his departure. The full report appears in this week's *Overland China Mail*.

A report also appears of the ceremony of swearing in the Officer Administering the Government, the Hon. Mr. Wilfred T. Southorn.

The curtain has been rung down on the trial of Instone Brewer, who made a lengthy but vain appeal to the Judge before sentence was passed. The addresses of Brewer and the Judge are given in full in the *Overland China Mail*.

Chinese New Year festivities strike a happier note. How the Colony celebrated should be interesting to relatives and friends at Home. Send them a copy of this week's *Overland China Mail*.

In the realm of sport there have been interport golf, Association football, and Rugby football matches. Graphic details of how Hong Kong won or lost—as the case may be—convey much more to the Home folk than a letter written in a hurry.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of £2.50 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony; to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail to China. In the month of June the "Overland China Mail" has become the only weekly news budget which has a pictorial supplement with local photographs. It is made just to suit modern requirements, as it has done all along. What more could be desired?

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"THE OVERLAND CHINA MAIL"

STANDARD TIMES

Sunrise and Sunset in Colony

Sunrise and Sunset in Hong Kong for February (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

February	Sunrise	Sunset
	a.m.	p.m.
7	7.00	6.15
8	6.59	6.16
9	6.59	6.16
10	6.58	6.17
11	6.58	6.18
12	6.57	6.19
13	6.57	6.19
14	6.56	6.20
15	6.56	6.20
16	6.55	6.21
17	6.55	6.21
18	6.54	6.21
19	6.53	6.22
20	6.52	6.22
21	6.51	6.23
22	6.50	6.23
23	6.50	6.24
24	6.49	6.24
25	6.48	6.25
26	6.48	6.25
27	6.47	6.26
28	6.46	6.26

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 10th February.
SHINYO MARU	Thursday, 27th February.
ASAMA MARU	Friday, 28th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Friday, 28th February.
SIBERIA MARU	Saturday, 29th February.
SHIZUOKA MARU	Saturday, 29th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via	Saturday, 29th February.
Singapore, Penang, Colombo, Suez.	Saturday, 29th February.
HAKUSAN MARU	Saturday, 29th February.
KITANO MARU	Saturday, 29th February.
SYDNEY & MELBOURNE via Manila & Port.	Saturday, 29th February.
KAGA MARU	Saturday, 29th February.
TANGO MARU	Saturday, 29th February.
BOMBAY via Singapore, Penang, & Colombo.	Saturday, 29th February.
TAMBA MARU	Saturday, 29th February.
TOKUSHIMA MARU	Saturday, 29th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,	Saturday, 29th February.
Mexico & Panama.	Saturday, 29th February.
RAKUYO MARU	Saturday, 29th February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.	Saturday, 29th February.
KAWACHI MARU	Saturday, 29th February.
NEW YORK, BOSTON via Panama.	Saturday, 29th February.
KUMA MARU	Saturday, 29th February.
KAKO MARU	Saturday, 29th February.
LIVERPOOL via Port Said, Constantinople, Genoa.	Saturday, 29th February.
DELACIA MARU	Saturday, 29th February.
CAICUTTA via Singapore, Penang & Rangoon.	Saturday, 29th February.
CAICUTTA MARU	Saturday, 29th February.
MALACCA MARU	Saturday, 29th February.
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 29th February.
MURORAN MARU (Chemulpo direct) Sunday, 9th February.	Saturday, 29th February.
TSUSHIMA MARU	Saturday, 29th February.
KATORI MARU	Saturday, 29th February.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	Monday, 10th February.
Colombo, Suez and Port Said.	Monday, 10th February.
ATLAS MARU	Monday, 10th February.
AMAZON MARU	Monday, 10th February.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,	Monday, 10th February.
HAWAII, Colombo, Durban & Cape Town.	Monday, 10th February.
LAPLATA MARU	Monday, 10th February.
BOMBAY—Via Singapore & Colombo.	Monday, 10th February.
(Proceeds to Karachi.)	Monday, 10th February.
SHINNOH MARU	Monday, 10th February.
GANGES MARU	Monday, 10th February.
(Calcutta to Karachi.)	Monday, 10th February.
DUNBAR, LOUENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI-	Monday, 10th February.
BAR & MOMBASA—Via Singapore & Colombo.	Monday, 10th February.
CHICAGO MARU	Monday, 10th February.
PANAMA MARU	Monday, 10th February.
CAICUTTA—Via Singapore, Penang & Rangoon.	Monday, 10th February.
KASADO MARU	Monday, 10th February.
CELEBS MARU	Monday, 10th February.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from	Monday, 10th February.
Shanghai.	Monday, 10th February.
AFRICA MARU (from Shanghai)	Monday, 10th February.
MELBOURNE—Via Manila, Brisbane & Sydney.	Monday, 10th February.
HIMALAYA MARU	Monday, 10th February.
SYDNEY MARU	Monday, 10th February.
HAIIPHONG—Via Hanoi & Peking.	Monday, 10th February.
MENADO MARU	Monday, 10th February.
NEW YORK—Via Japan ports, San Francisco & Panama.	Monday, 10th February.
JAPAN PORTS.	Monday, 10th February.
ALASKA MARU	Monday, 10th February.
TACOMA MARU	Monday, 10th February.
KEELUNG—Via Swatow & Amoy.	Monday, 10th February.
HOZAN MARU	Monday, 10th February.
CANTON MARU	Monday, 10th February.
TAKAO—Via Swatow & Amoy.	Monday, 10th February.
DELI MARU	Monday, 10th February.
TAKAO & KEELUNG.	Monday, 10th February.
BATAVIA MARU	Monday, 10th February.

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SHIPPING SECTION.

COXSWAIN'S ENDURANCE

TWENTY-SIX HOURS IN HEIGHT OF GALE

HOURS OF SEARCHING

The Royal National Lifeboat Institution has awarded its thanks on vellum to Coxswain W. G. Sanders, of the Torbay motor lifeboat, who is 70, for his courage and endurance in the gales in the first week of December. Between the 5th and the 7th, the Torbay lifeboat was out on four occasions.

She was out for two hours on the 5th, rescuing the crew of a fishing boat, and again for two hours on the 6th. She was called out for the third time just before two in the morning of the 7th, and stood by a steamer until she was able to get into Torbay. She did not return until 10.30 in the morning, and half an hour later was launched again in response to a wireless call from an unnamed ship nearly forty miles away.

She had to fight her way in the teeth of a whole gale, and then she searched for four hours, but could find nothing except a few fishing planks. It was nearly 7 p.m. when she began her journey home, and did not reach her station until 4 a.m. the next day. Her crew had then been on service, exposed to the full fury of the gale, for 26 hours, with only half an hour's interval ashore, during which they had been able to get dry clothes, and a little warm food.

Besides the vellum awarded to the coxswain, a letter of appreciation has been sent to the motor mechanic.

SPANISH SHIPPING PROGRAMME

At a meeting of the Cabinet, a draft plan of sea communications and a programme of naval construction were approved.

The lines involved in the discussions are those linking up Spanish Atlantic and Mediterranean ports with Cuba, New York, the Argentine, Porto Rico, Central America, the Philippines and the Pacific.

The State would reserve the right to modify routes and tariffs. Eight vessels are contemplated as a beginning. Any further ones would be built in Spanish yards.

The company which is granted the concession would have its headquarters in Madrid. Foreigners would be permitted to purchase non-transferable shares in it. The contract with the company would be for a period of twenty years.

WHITE STAR OFFICERS RETIRE

Captain W. H. Parker, the commander of the White Star liner Olympic, Mr. R. Thearle, chief engineer of the liner, and Mr. George W. Bowyer, for 58 years pilot in the port, all retired on the arrival of the Olympic at Southampton.

Captain Parker was awarded the C.B.E. for war services, and is a Fellow of the Royal Geographical Society. Mr. Thearle, a native of Liverpool had served in the Olympic for 19 years.

N.Y.K. LOSS

Fire on New Motor Liner

Tokyo, Yesterday.

The N.Y.K. 17,000-ton motor-ship Tatsuda Maru which was due to start her maiden trip shortly has been seriously damaged by fire which broke out while completing equipment at the Nagasaki Dockyard. The damage is estimated at a million yen. Twenty-four cabins were gutted and four workmen were burnt to death. Another was injured.

SHIPBUILDING

Comparatively High Level Attained

The Clyde shipbuilding output for 1929 is 234 vessels of 565,798 tons, which is lower than that of 1928 by seven vessels and 38,813 tons, and than the record figure by 136 vessels and 191,173 tons. The figures for the three years are:—

1929, 234 vessels, 565,798 tons.
1928, 241 vessels, 604,611 tons;
1913, 370 vessels, 766,976 tons.
Apart from 1928, the production of this year compares very favourably with the work of the preceding seven years, the totals of which ranged from 538,021 tons in 1924 to the very low level of 175,528 tons in 1923. Indeed, the output of 1929 would have represented a very good average for normal pre-war years, and it says a great deal for the cordial relations that existed between employers and men that so much tonnage was produced by the smaller number of operatives for whom work could be found. The tonnage launched does not, unfortunately, mean that there was comparatively little unemployment. Considerable numbers of men were idle, or employed for irregular periods, except at some of the larger yards, where there were, and still are good tonnages on hand, obtained in the keenest of competition, and at the lowest possible prices.

The comparatively high tonnage is explained by the improved plant and organization, as well as by the good time-keeping and lack of disputes, all of which enabled the firms concerned to obtain work for which they could not otherwise have quoted sufficiently low prices.

At present the outlook is uncertain, as prices of materials have been advanced and the arrangement for levelling up rates of wages has increased labour costs in some of the British areas, but, with continued peace in the industry, 1930 should be at least as good as 1929.

In marine engineering there was an advance from 678,907 h.p. to 760,237 h.p.—a gain of 76,330 h.p.—almost wholly because of the construction of machinery for two British destroyers at Clydebank and for two at Greenock; for two large Canadian Pacific liners at Fairfield, and three large motorships at Greenock, and also the construction at Dalmuir of low-pressure turbines, representing 3,260 h.p. for existing vessels. Otherwise the engineering work was of what may now be called a normal character, consisting of steam reciprocating, steam turbine, and internal combustion engines, with the last-named in a pronouncedly large proportion.

WARSHIPS IN PORT

British warships in port this morning were:—

In Basin of R.N. Dockyard: "Tamar," "Sandwich," "Herald," "Petersfield," "Iroquois." North Army: "Sterling," "Stormcloud." In Dock: "Seraph," "Cicala." No. 1 Buoy: "Bulfinch." No. 7 Buoy: "Sirdar." No. 8 Buoy: "Bruce." No. 12 Buoy: "Thracian."

MOVEMENTS OF STEAMER

The Ben Lick s.s. Benlawers from Leith, Middleburgh, London and Straits left Singapore for this port on February 5, and is due to arrive here on February 12.

JAPANESE ACCUSED AT HANKOW

BRAWL OVER SMUGGLED SALT: A KNIFE AND A MAN DEAD

WUSUEH DRAMA

Hankow, Jan. 8.

The Chinese newspapers at Hankow are making a good deal of an incident which occurred at Wusueh on January 4 when the N. K. K. s.s. Tachi called at Wusueh on her way up river, writes the North China Daily News Hankow correspondent. While the vessel was moored to the hulk a dispute arose between one of the sailors and a man named Wang who was on the hulk over a transaction in smuggled salt. The dispute developed into a fight and a Japanese on board the vessel took the part of the sailor. During the scuffle Wang was stabbed in the stomach and it is alleged that the blow was dealt by the Japanese.

The police authorities were summoned to the hulk and feeling seemed to have run pretty high, but the captain of the vessel and the comrade went into the matter with the Wusueh police and it was arranged that Wang and his relatives should be brought to Hankow and Wang sent to a hospital. It seems singularly unfortunate that no one thought of sending the man to the Methodist hospital in Wusueh, where he could have had skilled attention at once. Wang survived the journey and lived for about a day after he reached the Japanese hospital, but it was impossible to save his life.

Wang's relatives naturally took the matter before the Hankow court and a coroner went to the hospital for an inquest. The verdict of the Chinese coroner is that Wang died from injuries inflicted by the Japanese and not by the Chinese who took part in the fight. According to the Chinese report the questions involved are now being taken up between the Mayor's office (as representing the Foreign Office under the new arrangement) and the Japanese Consul-general, but nothing is known of this in Japanese circles.

PASSENGER LISTS

DEPARTURES

Per s.s. "Kamo Maru" for Japan and Shanghai, on February 5:—
Mr. J. P. Shroff, Mr. Takikawa, Mr. Miyazaki, Mr. Kohjima, Mr. S. Tanaka, Mr. T. Katakura, Mr. K. Gunji, Mr. M. Hayashi, Mr. and Mrs. K. Chujo, Mr. M. Okada, Mr. M. Yoshimura, Mr. S. Yukawa, Mr. S. Sugi, Mr. J. Marcus, Mr. H. Davidson, Mr. S. Nakamura, Mr. J. Itoh, Mr. H. Moussaieff, Mr. E. Boucher, Mr. and Mrs. Yamada.

Per s.s. "Korea Maru" for San Francisco on February 5:—
Miss M. C. Waddell, Mr. A. M. Slack, Mr. K. M. Cumming, Mr. C. O. Cumming, Mr. R. T. Deni, Mr. R. Lock, Mr. W. R. E. Binko, Mr. J. P. Pilcher, Mrs. M. R. Lyberty, Mrs. H. Hatherly, Mr. F. Lanoe, Mr. L. Bralovsky, Mr. K. K. Fong, Mr. M. Wilkinson, Mr. J. Thomson, Mr. H. Berger, Miss J. P. Mark, Mr. S. Inoye, Mr. C. C. Morris, Mrs. E. E. Butts, Mr. A. W. Cook, Prof. Kanazaki, Mr. and Mrs. Nonomura, Miss M. Nonomura, Mrs. M. Nonomura, Colonel H. P. Dix, Mr. J. G. Barrington Ward, Capt. Charrington, Mr. Zanchino, Mrs. E. White, Miss J. P. White, Mrs. A. W. G. H. Grantham, Mrs. W. R. Scott, Mr. and Mrs. I. B. Newcomb, Miss Ruby Newcomb, Mr. and Mrs. W. E. C. Lewis, Mr. Prabh Dyal Sikka, Mr. Woodruff, Mr. V. P. Safford, Mr. and Mrs. A. Rian, Miss K. Rian, Miss P. Rian, Mr. and Mrs. S. L. Cramer, Mr. and Mrs. R. C. Hackett.

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	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
EMPEROR OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPEROR OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
EMPEROR OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 20
EMPEROR OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPEROR OF CANADA	May 15	May 18	May 20	May 22	May 30
EMPEROR OF RUSSIA	June 4	June 7	June 10	June 12	June 21
EMPEROR OF ASIA	June 25	June 28	July 1	July 3	July 12
EMPEROR OF CANADA	July 10	July 13	July 15	July 17	July 25
EMPEROR OF RUSSIA	July 23	July 26	July 29	July 31	Aug. 2
EMPEROR OF ASIA	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
EMPEROR OF CANADA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
EMPEROR OF RUSSIA	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
EMPEROR OF ASIA	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
EMPEROR OF CANADA	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
EMPEROR OF RUSSIA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
EMPEROR OF ASIA	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
EMPEROR OF CANADA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29

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HONG KONG—MANILA SERVICE

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Hong Kong	Manila	Manila	Hong Kong
Mar. 9, 5 p.m.	Mar. 11	EMPEROR OF CANADA	Mar. 14
Mar. 31, 5 p.m.	Apr. 2	EMPEROR OF RUSSIA	Apr. 4

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Consignees of cargo ex M.V. "Esquiline" are reminded to take delivery of their goods which will be subject to rent after February 10.

Consignees of cargo ex s.s. "Benito" are reminded to take delivery of their goods which will be subject to rent after February 12.

Consignees of cargo ex s.s. "Bepavon" are reminded to take delivery of their goods which will be subject to rent after February 18.

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AGENTS FOR

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S.S. "CITY OF KIMBERLEY" Havre, London, Rotterdam & Hamburg 14th February.
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NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF LILLE" 19th March.

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S.S. "SPRINGBANK" 12th February.
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S.S. "TINHO" 10th April.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mozambique Bay and Capetown.

Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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Wireless Call
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Capable of Handling Ships Up
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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KARMALA	9,128	15th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.
*KIDDERPORE	5,334	19th Feb.	Straits, Colombo & Bombay.
MACEDONIA	11,120	1st Mar.	Marseilles & London.
KASHMIR	9,985	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	19th Mar.	Straits, Colombo & Bombay.
RAWALPINDI	16,619	29th Mar.	Bombay, Marseilles & London.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	8th Feb.	Singapore, Penang & Calcutta.
*SHIRALA	7,841	12th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,936	25th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,005	11th Mar.	Singapore, Penang & Calcutta.
TALAMBA	8,018	14th Mar.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

		1930	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
*TANDA	6,950	28th Feb.	
ST. ALBANS	4,500	4th Apr.	
NELLORE	6,853	2nd May	

*Calls Port Holland.

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

1930			
*ALIPORE	5,273	11th Feb.	Shanghai, Moji & Kobe.
KALYAN	9,144	15th Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	20th Feb.	Amoy, Moji, Kobe & Osaka.
TALAMBA	8,018	21st Feb.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	16,619	28th Feb.	Shanghai, Kobe & Yokohama.
TAKADA	9,949	7th Mar.	Amoy, Moji, Kobe & Osaka.
ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	17th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	22nd Mar.	Amoy, Moji, Kobe & Osaka.
*BELTANA	5,273	27th Mar.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,568	28th Mar.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Latrines.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

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Town Office: 44, Connaught Road Central, Hong Kong. Tel. Central No. 459.
Shipyard: Sham-Sui-po, Kowloon, Hong Kong. Tel. Kowloon No. 111.

Estimates furnished on application.

Hong Kong, April 1, 1930.

AUTOMATIC AIR
PILOTSNEW BRITISH DEVICE FOR NIGHT
BOMBERS

APPLICATION OF OLD IDEA

A squadron of heavy night bombers of the Royal Air Force is being fitted with a new device, officially described as a pilot's assistant. This, in effect, is an automatic pilot, which will control one of the large twin-engined night bombers for hours on end, maintaining any course previously set by the pilot. Thus in war-time a pilot would arrive less fatigued at his objective, while from the point of view of commercial air transport the device should immensely simplify cloud flying.

There is nothing new in the idea, and every country has for years been working on such an apparatus. What is new is that the Royal Aircraft Establishment have now produced a practical device which is not sluggish on the one hand or over-sensitive on the other, yet is capable of correcting variations of a fraction of a degree from the set course. The chief feature, as in most similar devices, is a gyroscope, which is driven by compressed air supplied from a wind-driven air compressor, and the same source of power is used to drive pneumatically worked pistons linked to the lateral controls, the rudder, and the elevators. Efficiency has now been developed to a point when the automatic pilot controls an aeroplane far more precisely than can the most skilled human pilot, and it works equally well on a general purpose two-seater, a flying-boat, or a heavy twin-engined aeroplane. The device has been tested on many cross-country flights, and pilots, having set a course, have flown for over 400 miles without touching the controls, and have arrived over their destination. Naturally the automatic device can take no notice of changing wind, and the pilot, having set a course, must necessarily reset the device if during the flight there is any appreciable change in a side wind, though bumpy and boisterous air conditions merely result in the mechanism having more work to do.

An End to Terrors

Cloud and fog flying is thus robbed of most of its terrors, chief of which is the maintenance of a level keel. All pilots normally depend on the view of a horizon to maintain the balance of the machine, and when flying in fog a heavy strain is imposed on the pilot. He must watch his turn indicator to see that he does not swing off his course; he must study his engine revolution-counter closely to know whether he is unconsciously climbing or is depressing the nose of the machine; he must watch his air speed indicator for the same reason; and also any inclinometers which will tell him about his position laterally. The automatic pilot relieves him of most of this concentrated attention on many instruments, and with the loss of fatigue the pilot is less liable to errors of judgment at critical moments, while his navigation will be more accurate as his average course will have been more constant.

INDO-CHINA
STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	KWAISANG	Sun., 9th Feb. at 7 a.m.
T'au via S'ow & S'hai	FOOSHING	Wed., 12th Feb. at 7 a.m.
T'au via S'ow & S'hai	HOPSHING	Sun., 16th Feb. at 7 a.m.
T'au via S'ow & S'hai	HANGSANG	Wed., 19th Feb. at 7 a.m.
Osaka via Amoy, Moji & Kobe	KUTSANG	Wed., 12th Feb. at 7 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Tues., 18th Feb. at 7 a.m.
Osaka via Amoy, Moji & Kobe	SUISANG	Wed., 26th Feb. at 7 a.m.
S'pore, Penang & Calcutta	HOSANG	Wed., 12th Feb. at 3 p.m.
S'pore, Penang & Calcutta	KUMSANG	Wed., 19th Feb. at 3 p.m.
S'pore, Penang & Calcutta	NAMSANG	Mon., 24th Feb. at 3 p.m.
Sandakan	MAUSANG	Mon., 24th Feb. at 3 p.m.
Sandakan	HINSANG	Sat., 1st Mar. at Noon
Tientsin via Swatow	CHIESHANG	Wed., 12th Feb. at 7 a.m.
Tientsin via Swatow	CHEONGSHING	Tues., 18th Feb. at 7 a.m.

For Freight and Passage apply to:—
JARDINE, MATHESON & CO., LTD.
Telephone Central 215. General Managers.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel, "ESQUILINO"

From Trieste, Venice, Brindisi, Spalato, Fiume, Port Said, Suez, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 3rd instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 20th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by our surveyors, Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

BODWELL & CO., LTD.

Agents.

Hong Kong, 3rd February, 1930.

THE BEN LINE STEAMERS, LIMITED.

From Middlesbrough, London, Straits & Manila.

The Steamship, "BENAVON"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 27th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 6th February, 1930.

BRITISH WUCHOW LINE

FEBRUARY SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,008 tons—Capt. Trotti.]

FEBRUARY

MON. 10th FRI. 21st

SUN. 16th WED. 26th

S.S. "TAI MING"

[849 tons—Capt. G. J. Spink.]

FEBRUARY

SAT. 8th TUES. 18th

THURS. 13th MON. 24th

For information apply to

KWONG WING Co., Ltd.

87, Connaught Road West,

Phone: Central 823.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels Maintain a Regular Service from

HONG KONG TO AUSTRALIAN PORTS

via MANILA and THURSDAY ISLAND.

Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports.

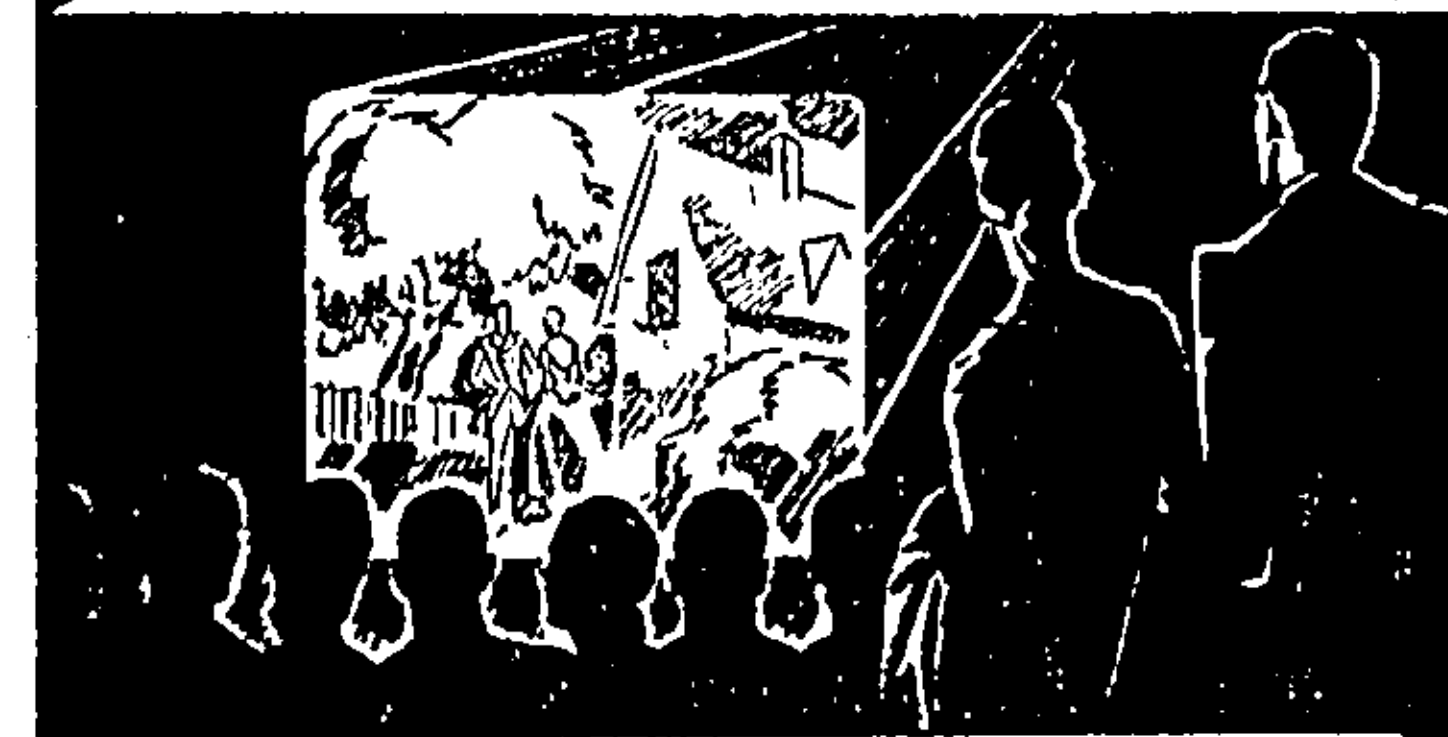
Excellent and Most Up-to-Date First and Second Class Passenger Accommodation.

HONG KONG TO SYDNEY—19th DATE

Steamers	Due Hong Kong	Due to Sail
CHANGTE	11th February	18th February
TAIPING	11th March	18th March
CHANGTE	11th April	18th April

For Freight and Passage apply to:—BUTTERFIELD & SWIRE.

Agents.



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FIRST RUN cinemas are shown regularly on every voyage of the President Liners... This is just one of the service features we provide to make your trip more enjoyable.

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in Good Speed

S.S. CHUEN CHOW

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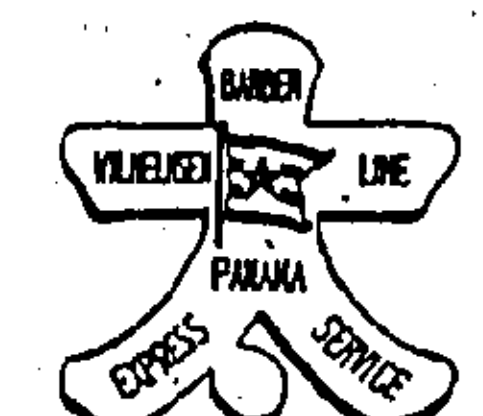
Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.

4, Connaught Road W. Tel. C. 6061.

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TRANS-PACIFIC AND ATLANTIC COAST SERVICE

via PANAMA.

NEXT SAILING

M.S. "TAI YIN"

on 20th FEBRUARY

for

SHANGHAI, KOBE, YOKOHAMA,

SAN FRANCISCO, LOS ANGELES,

NEW YORK & BOSTON

42 Days To New York.

For Passenger and Freight information please apply to:—

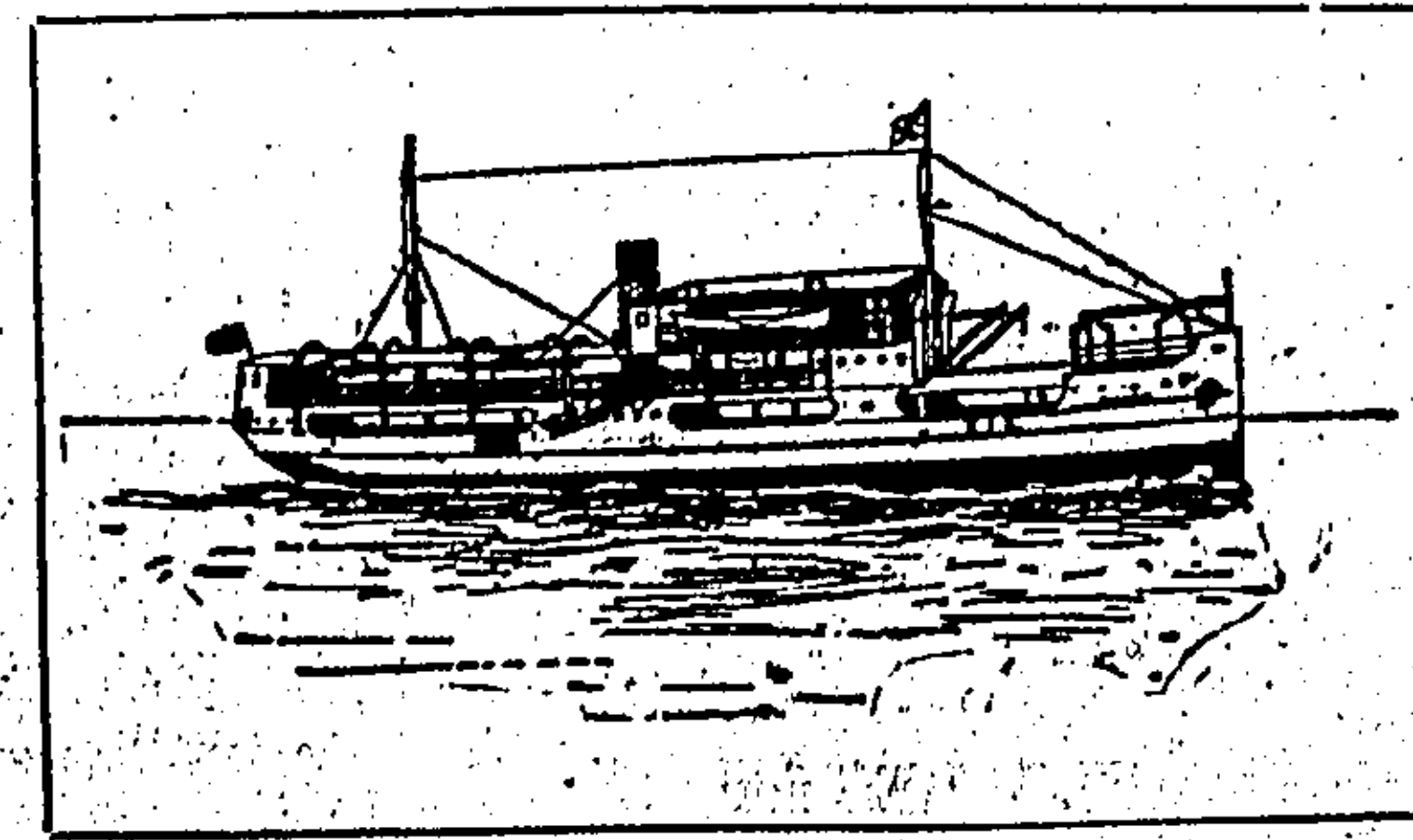
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Single screw steel passenger and cargo motor ship. Dimensions: — 152' 0" B.P. x 28' 0" M.D. x 11' 6" M.D.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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THE "QUORN" DOG REMEDIES

Condition and Tonic Powders.
They cool the blood, remove all impurities and
act as a tonic to the whole system.

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SKIN OINTMENT.

75 Cents per Tin.

WORM POWDERS.

50 Cents per Box.

TIC LOTION

(Parasitin). \$1.25 per Bottle
most effective and quite harmless.

Sole Distributors:

A. S. WATSON & CO., LTD.

The Hong Kong Dispensary.

The Kowloon Dispensary.

Phone C. 16.

Phone K. 19.



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RESERVES
SAVE THE
DAY.

Your health is like an army. It is always out fighting for you, but when the regulars drop by the wayside, you must call up the reserves.

PROMONTA

affords a splendid reserve force. Every one knows the value of adequate reserve strength. Do you? Make PROMONTA your reserve.

An exceedingly effective nerve food and strengthening medicine, recommended by specialists.

In bottles of 100 and 250 grams, powder form and box of 54 pastilles.

From all Dispensaries and Stores.

WHITEWAYS

GREAT
CLEAN-UP SALE

FOR
ONE WEEK

COMMENCING
MONDAY, FEBRUARY 10

STOCKTAKING REVELATIONS

Stocktaking is revealing lots of oddments, Remnants, soiled and out of date Goods which we are determined to clear

REGARDLESS OF COST

FRESH BARGAINS DAILY

ALL NEXT WEEK.

PAY US A VISIT DAILY.

WHITEWAY LAIDLAW & CO., LTD.
HONG KONG.

The China Mail.

[Every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$30, payable in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China Mail." Annual subscription, H.K. \$18 including postage \$15, payable in advance.]

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Hong Kong, Saturday, Feb. 8, 1930.

LACK OF ENTERPRISE

Hong Kong has been a British Possession for well over 80 years. Possessed as it is of a fine natural harbour, considered to have greater potentialities than any other port in the Far East, it is surprising to the outside observer, and more so to the foreign competitor, that it has not been developed to any greater extent.

When one realises that this area was once part of the Chinese Empire and again considers that China is suffering from the lack of good harbours and ports along her coast, it is not to be wondered at if she casts covetous eyes in this direction. It is a matter of conjecture, however, what she would do in the way of the development of this waterway were it under her complete control.

Taking into consideration the fact that enormous untapped resources lie fallow in China awaiting development; that great quantities of minerals, coal and iron are simply crying to be opened up; and that, where developments in this connection have taken place, it has been under the initiative of foreign concessions, one is led to the conclusion that they would have done far less in respect of the development of this "Colony" than has been achieved by the British. This, however, is no excuse for the lack of enterprise, which has repeatedly revealed itself in the policy of succeeding Governments of the Colony. We have only to give as instances the suspension of the scheme promulgated a few years ago for the development of the

local wharves—a scheme that would have made Hong Kong one of the finest ports in the world—and the procrastination which has been a feature of the water supply scheme, to indicate some of the causes which have retarded the growth and economic expansion of the Colony.

In regard to the delay which has featured the construction programme of the water supply scheme, it has been wrongly argued that the consideration of the fact that forty years of the 99 years' lease upon which arrangements the New Territories were placed under the control of the British Empire having expired, has acted as a paralysing hesitant to the local authorities. It cannot, however, be argued similarly that the abandonment of the wharves development scheme was due to any such imaginary obsession. A full analysis of the motives operating the Government action in this matter (as in other affairs where schemes of public development have been held up), would involve questions of considerable delicacy. One is at times even led to the disturbing reflection that not the Government, but vested interests, control this non-progressive Colony of ours.

These may be matters for investigation by the permanent officials at Home—common as they are in the administration of all British Possessions—yet we feel that if the system of a local electorate were authorised by the present Home Labour Government, it would be one of the best and most productive measures ever undertaken by that much-maligned Party in connection with its Overseas and especially its Far Eastern policy.

News in Brief

A few days ago a \$5 note was dropped in the premises of Tung Lee, money changer, next to the Kashmir Silk Store, Queen's Road Central. The loser is requested to call for same.

For keeping a fly brothel at a house in Shanghai Street, a Chinese woman was at the Kowloon Magistrate's court this morning, fined \$50 or one month's hard labour in default.

Chan Shing, Chinese Chief Officer of the s.s. Kau Sing, was found to be unconscious following a sudden attack of illness, while travelling yesterday on the Yau-mat ferry Man Shun. He was taken to the Government Civil Hospital, where he died.

Captain R. H. McLaren, Royal Engineer, stationed at Tientsin, has received the appointment of Staff Captain (Q.M.G. 3); the War Office. He will go home this month to take up his duties.

ARSENIC FATALITY

Death of Dockyard Coolie

MEANT FOR RATS

Yesterday afternoon Mr. E. W. Hamilton and a Coroner's jury held an inquiry into the death of a coolie of the Royal Naval Dockyard.

Medical evidence given by Dr. A. Cannon, who held the post mortem examination at noon on January 19, was that the body, identified as that of Tam Hung (45), was generally well preserved, but the abdominal organs were congested. In view of certain information he had received he sent the organs to the Government Analyst.

Mr. E. R. Dovey, Government Analyst, deposed to examining the man's stomach on January 20, and amongst its contents he extracted 20.5 grains of arsenic. A fatal dose of this poison would be two grains.

Mr. Robert Taylor, charwoman at the Naval Yard, deposed that with the view to exterminating rats in his office, he placed some arsenic on a piece of bread and left it there. He had obtained the arsenic from the Naval Armament Department for the specific purpose of poisoning rats.

Half an hour after leaving the bread on his desk, witness returned to his office, the door of which was not locked. Then he found the piece of bread missing. Witness immediately went to look for Tam Hung, (deceased) the office cleaner, and made some inquiries from him. Tam admitted having been into the office to clean up, but denied that he ate the piece of bread, in spite of the fact that witness warned him twice that he would die if he had eaten the bread. The following day Tam was absent from work, and died.

The jury returned a verdict of death by misadventure, the cause of death being arsenic poisoning.

RAILWAY FATALITY

The circumstances attending the death of another Chinese was inquired into yesterday by Mr. T. S. Whyte-Smith and a Coroner's jury at the Kowloon Magistracy.

The Chinese was a carriage officer employed in the Kowloon-Canton Railway's yard at Hunghom. He met his death by being crushed between two carriage buffers at the railway shed.

Dr. J. E. Dovey, who held the post mortem examination, said that there was a large tear on the chest. Three ribs were broken and pushed against the left lung. Death was due to internal haemorrhage.

An oil wiper said that he was working with the victim in a carriage of a train which had just come to the yards. The latter was standing in front of the buffer when suddenly the engine moved forward and the man was caught between the buffers.

The engine-driver deposed that the man's death was caused through a faulty lever. He had put it in reverse to back the engine after it had been uncoupled, but the engine suddenly went forward.

Mr. J. Smith did not agree with this evidence, intimating that to his knowledge this could not and did not happen. It was impossible for the lever to slip as it was manipulated by a handle on a wheel which worked on the screw principle, forcing the lever back and forward.

In view of this evidence, the inquiry was adjourned for the Coroner and jury to examine the lever and have a demonstration of its working.

SAILING SHIP'S PASSING

PILOTS' HUMILIATION

[By Commander F. G. Cooper, R.D., R.N.R.]

"Alas, must ye utterly vanish and cease from amidst us,
Sails of the olden sea.
Alas, must ye go as a dream and depart as a vision,
Sails of the olden sea?"
—Stephen Phillips.

THE dignity and prosperity of the Empire was founded and endures by virtue of her sea-borne commerce. The continuation of that commerce depends upon ships, and men to man them, skilled craftsmen, and not marine mechanics, to whom the phrase "brotherhood of the sea" is meaningless. The love of the sea, to which some men and nations so rapidly respond, is not an ephemeral emotion, but a deeply rooted instinct, enduring, like eternity, and not to be acquired by service in steam or motor-driven vessels.

It is not reasonable to expect in men so trained the same resource, self-reliance and initiative as is to be found in those subjected to what Conrad termed "the austere servitude of the sea" endured under sail, and having regard to the numerous recent references deploring the passing of the sailing ship, I feel that I am not alone in urging this plea for the retention of sail training for our merchant seamen.

Britain alone among maritime nations has abandoned the sailing ship. Germany, France, the United States, Italy, Spain, Belgium, Finland, Poland, Scandinavia and some of the South American Republics retain their faith in sail training, and have large fleets of sailing ships which, we are justified in assuming, are operated with some degree of profit. Even so revolutionary a country as Soviet Russia possesses at least one square-rigged vessel for training purposes—the one-time British ship *Lauristan*, now named *Tovarishch*.

Against Revival
The attitude of British shipowners is hostile to the revival of sail training. There are murmurs "on 'Change'" that it is not an economic proposition, and that it is putting back the hands of the clock. It is to be assumed that shipowners of those other nations are a body of patriots operating sailing ships at a loss, for the purpose of supplying their countries with sail-trained officers and men? If we reject such an assumption, we are justified in believing that those nations regard the sailing ship as both necessary and economic. Why could it not be so to Britain?

Under modern conditions of equipment, including motor power

for use, entering and leaving harbour, and for making headway in calm, the revival of the sailing ship if only as a school for training resourceful and efficient merchant seamen, would be a progressive step, and one of considerable advantage to future generations of seamen, both officers and men.

It would also ensure that a sufficient number of officers would be available to qualify as pilots for our various ports. The Corporation of Trinity House, the chief pilotage authority of Britain, demands proof of service in sailing ships before granting licences to pilots, and as we no longer possess those useful craft prospective Trinity House pilots have to endure the humiliation of serving under a foreign flag in order to serve the requisite period in sail.

Service in Sail

Germany, Holland, Scandinavia, Finland, and other maritime nations demand service in sailing ships of all candidates for a master mariner's certificate. Steamship companies like the Norddeutscher Lloyd demand at least one year's sea service in sail of all officers in their employ, and, in addition to this service, officers of the German merchant navy before going to sea must serve for two years at one of the State nautical schools.

The King has honoured the ancient craft of the sea by creating the position of Master of the Merchant Navy and Fishing Fleets, and by appointing to it the Prince of Wales. With this recognition and honour we should surely strive to maintain our position as the premier maritime nation of the world, for that position is our heritage. It cannot be maintained without seamen, and to have seamen we must have ships, sailing ships, the cradles of the seaman's art throughout the generations, ships which bred those men who gave to us our Empire.

Ten Years Ago

[From the "China Mail," February 7, 1920.]

To-day's dollar is worth 5/- 10½d.

A good deal of nonsense has been talked during the week-end about the distressing accident by which a lady golfer knocked out a sailor's eye. Some people seemed to be more sorry for her than for the sailor. It is, of course, very unpleasant for Mrs. Maitland, but no one dreams of blaming her in any way. Our sympathy should be for the poor sailor, who will presumably have to leave the Service, probably without a pension. Although this is the first accident of the kind we know of, there have been many narrow shaves, and the *China Mail* suggests that it is worth while to arrange that there will not be another. No golf should be allowed at Happy Valley after noon. It is the only place our Service lads have for recreation, whereas the golfers have other places.

MEN, WOMEN, AND AFFAIRS

"The Largest Ship Afloat": Sculpt of Of General Dawes; Fame For Savoyards; Another Shavian Trick

"Queen of the Seas"

IT must have been a little galling to Mr. Stimson, the American Secretary of State, and his colleagues of the American Delegation to the London Naval Conference, to be told that they must not travel in the ship of their choice.

They had booked passages in the White Star liner *Olympic*, sailing from New York recently, but at the instance of Mr. Fred Britten, Chairman of the Naval Affairs Committee in the House of Representatives, Congress has decreed that American officials must travel in American ships.

Like so many Americans, Mr. Britten is apparently under the delusion that the *Leviathan* is the largest ship afloat. The fact is, however, that she is substantially smaller than the *Majestic*. Gross tonnage is misleading as an indication of size. It merely signifies the amount of cargo which could be carried if every enclosed space in the ship were filled to its utmost capacity.

Displacement is the only true test, and as the *Majestic* displaces 64,000 tons and the *Leviathan* 63,100, the British vessel is larger by 900 tons. She is also 4 ft. longer and 1 ft. deeper.

Dr. Ernest Foerster, who designed both vessels, states that

they were identical ships, but when the United States Shipping Board took over the *Leviathan* after the war they decked over certain open spaces and thus raised the gross tonnage from 54,292 to 59,967.

It is on the strength of this ingenious device that the *Leviathan* is now described, though erroneously, as "Queen of the Seas."

An American Sculptor's Visit
MR. JO Davidson, the American sculptor—he is most firm about the Jo being spelled without the final "e"—who is in England to make a bust of General Dawes, is not, as has been stated, paying his first visit.

He was in London for quite a time in 1916, and even in those days he had, as quite a young man, a bushy black beard. He frequented the old Café Royal, and did some busts of theatrical favourites, including one of Miss Phyllis Monkman.

Mr. Davidson was then making his headquarters in the South of France, where his wife was interested in a hospital for wounded officers.

Early Opera Bouffe
THE success of the Gilbert and Sullivan season at the Savoy is tempting certain enthusiasts to discuss a revival of some earlier operabouffe, as "The Grand Duchess of Fatale," "The Grand Duchess of Fatale," and other works of that type. It is certain that there has been a revival against "Jazz" musical shows of late, and the supply from America seems to be drying up.

Mr. Shaw's Wedding Gift
IN the list of those who had sent cheques as presents on the occasion of the wedding of Miss Peggy Leigh, daughter of the Hon. Roland Leigh, a handicapper to the Jockey Club, to Mr. Charles Graves, appeared the name of Mr. George Bernard Shaw.

That simple announcement masks a typical Shavian witicism in the form of a letter to the bridegroom. In excluding himself from being present at St. Margaret's, Mr. Bernard Shaw explained that (a) he never attends weddings, and (b) he had no clothes suitable to the occasion and had been informed by his tailor that the cost of an appropriate suit would be fifteen guineas.

He therefore suggested that the sum which he would have expended in order to fit himself for employment by the wedding, should be employed by the bridegroom in purchasing a suit for social purposes, and his cheque was made out with typical originality for "Fifteen guineas sterling." One hopes that the bridegroom will be able to cash it. At first sight, guineas, like doubloons, give the impression of a form of legal tender, which belongs to the picturesque past.

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with Mr. Grenham at the
Y.M.C.A. City Hall.

HOKLOS FIGHT PUNTIS

VEGETABLE CARRIERS LOSE JOBS

BAMBOO POLES A MENACE

Indignation at losing their jobs as vegetable carriers led to three Hoklos appearing before Mr. T. S. Whyte-Smith at the Kowloon Magistracy to-day charged with assaulting three Puntis.

Divisional Inspector Marks said that the master was a vegetable dealer with a stall in Waterloo Road. The defendants, the Hoklos, had been engaged by him to carry vegetables from the wharf to the stall for several years.

At the Chinese New Year, the master decided to change his staff and employed three Puntis to fill the posts.

Naturally the Hoklos were thrown out of work so yesterday they went to the wharf, and when they saw the Puntis the dispute began.

A Striking Attitude

It was prevented from going further by the master, who telephoned for the police at Yumati and immediately two Chinese detectives were despatched to the scene. On arrival they saw the three Hoklos with bamboo poles in their hands in a striking attitude.

The three defendants voiced their manifold objections to the Puntis getting the jobs, but the Magistrate quelled them by telling them that it did not mean that if they were employed by the master once they would be employed for life. He came to the conclusion that it would be best to bind them over.

Inspector Marks concurred, remarking that one could never tell what serious trouble might ensue from these vegetable carriers with their bamboo poles and other implements.

IN A QUANDARY

Life Spent in House of Detention

MAGISTERIAL SYMPATHY

Frank d'Aquino, a well-known figure at the Police Court for a number of years, appeared before Mr. E. W. Hamilton this morning charged with having absented himself from the House of Detention since February 4.

Defendant: Yes, I was sick.

Detective-Sergeant Whant stated that defendant was "picked up" at the Benevolent Society where he had been for assistance.

Mr. Hamilton remarked that defendant had been in and out of the House of Detention for a least ten years and should be well known to the Society.

The Sergeant replied that he was, and added: "It was the Society that reported him to us."

Mr. Hamilton inquired if the Prison authorities were pressing for a jail term, and the Principal Warder replied that they were. He added that the previous occasions when defendant had been sent to jail he had spent most of the time in the hospital, and if he were really sick he would not doubt go into hospital again.

His worship passed sentence of 14 days' imprisonment, but remarked that he would not say anything about hard labour.

"He has spent most of his life in the House of Detention, hasn't he," Mr. Hamilton inquired.

Principal Warder: Yes, your Worship, since 1908. He has also been in the asylum for four years.

Mr. Hamilton: I am sorry for the man, but I don't know what else can be done for him.

BAD BRAKES

Trick of Chinese Lorry Drivers

A fine of \$35 with the option of three weeks' jail with hard labour was imposed on each of two Chinese lorry drivers at the Kowloon Magistracy to-day for having inefficient brakes on their vehicles. Another driver was fined \$15 or two weeks in default, while a fourth was given \$20 with the alternative of 14 days' jail, all for a similar offence.

Traffic Inspector Mason pointed out to the Magistrate that it seemed to be a general plea of the drivers that they could not pay the fine, thinking that they would get off with a lighter penalty.

IRON BARS POPULAR

That the theft of iron bars was getting more and more common was the point emphasised by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, in sentencing a Chinese, stated to be unemployed, to four months' jail with hard labour for stealing four reinforced concrete iron bars, each 25 feet in length, the property of a contractor in Peel Ho Street, Shamshuipo.

Queues formed before the doors of Burlington House were opened and 2,600 people had passed the turnstiles to see the Italian pictures before 11.30 a.m.

HOME BY-ELECTION

Labour Party Retains Brightside

REDUCED POLL

London, Yesterday.

The by-election at Brightside, Sheffield, due to Mr. Arthur Ponsonby's elevation to the Peerage, has resulted as follows:—

Marshall (Labour) 11,543
Rogell (Conservative) 8,612
Lambert (Liberal) 3,650
Murray (Communist) 1,084

At the General Election last year the polling resulted:—

A. A. W. Ponsonby, Lab. ... 20,277
R. I. Money, Con. 9,828
W. A. Lambert, Lib. 6,612

—Reuter.

SPAIN'S NEW REGIME

Royal Decree Restores Subjects to Favour

Madrid, Yesterday.

A Royal decree amnesties all who were condemned or are on trial for sedition under the late regime, re-admits exiles, re-instates dismissed officials and students in the military academies, and restores to the Army list officers who have been victimised.—Reuter.

BRITAIN & EGYPT

Treaty Shortly to Be Negotiated?

Cairo, Yesterday.

The Chamber practically unanimously agreed to a motion authorising the Premier, M. Nahas Pasha, to negotiate a treaty with Great Britain on the basis of the latter proposals.—Reuter.

THE CHANGING EAST

Turkey's Halcyon Days Over

It is reported from Constantinople that the Government is to bring in legislation to provide for the substitution of Sunday for Friday as the weekly day of rest.

Turkey, the land where, but a few years ago, there were almost as many holidays as workdays, is about to lose yet another from its calendar.

In the old days, before the war caused the unchanging East to belie its reputation, Constantinople was one of the most pleasant places to live in. Life was never too strenuous. Perhaps no place in the world was so favoured in the matter of holidays.

There were over forty official holidays, besides the regular Friday, the Jewish Sabbath, and the Christian Sunday. Greek Orthodox and Roman Catholics vied with each other in keeping saints' days with zeal, and Armenians and Jews did not lag behind.

In addition there were the Turkish holidays, which had to be observed more or less as a matter of respect to the authorities, whose feelings in affairs of greater moment did not enjoy so much consideration. Thus, you would have first a Catholic Christmas, followed seven days later by a Greek Christmas, and twelve days later by an Armenian Christmas. Similarly, there were two Easters and a Passover.

For the Turks themselves there were Sultans' birthdays and accession days, Balrams and other peculiarly Turkish holidays, and to crown all there was Ramadan, the month of fasting, when all official departments were open for only a couple of hours in the afternoon and all work slackened.

Every week the banks and official departments closed on Friday, the Turkish day of rest. On Saturday the banks had a half-day, and the Exchanges were closed because the brokers were mostly Jews. On Sunday all shops and banks closed because it was Sunday. Consequently, business men generally would usually enjoy week-end lasting from Thursday afternoon until Monday morning. It was a halcyon period.

This old order of things, however, was completely upset by the war, and by the new conditions in Kemal Turkey. The Turks have gradually realised that the more they desire to progress on Western lines, the greater is the need of conforming to Western habits. This realisation has led to the action which has now been taken to substitute Sunday for Friday as the day of rest.

Once upon a time such a suggestion would have made its advocates the target of mob fanaticism, but to-day the fear of Mustafa Kemal is greater than the fear of Allah.

In her inaugural address as president of the Educational Association's annual conference, Professor Winifred Cullis described the manifestations of the "What is it?" disease, which was the basis of all scientific research.

ROUND THE CINEMAS

Death—An End or a Fulfilment?

"BRIDGE OF SAN LUIS REY"

Is "Death" an end to or the fulfilment of one's existence is the theme of the picture, "The Bridge of San Luis Rey," now showing at the Queen's Theatre. Although a part "talkie," the film is in every respect one that is worth seeing. The setting is superb, and the continuity is all that could be desired. Essentially a Roman Catholic picture, the aesthetic perception of even a rationalist will not in any sense be "violated" by seeing the picture.

In the mountainous district of Lima, Peru, the Cathedral bell is tolling to bring all faithful Catholics to its fold to celebrate the feast of St. Luis. Just at that moment five persons, one of whom is a child, are seen crossing the Bridge of St. Luis Rey—a bridge that was built by the Incas and blessed by St. Francis himself.

Bridge Collapses

The bridge collapses and the five persons are plunged into an abyss which means certain death. The villagers are shocked and in their superstitious minds, they believe that the calamity is a punishment meted out by God for their wrongdoings. A townsman is sent to Father Juniper (Henry B. Walthall) to question the meaning of the calamity.

It is in the role of a Jesuit father that Henry Walthall is seen at his best. His stentorian voice, his eloquence and his emotional gestures are distinct assets to him. In answer to the questions put to him by the townsman, Father Juniper preaches from the pulpit before a large congregation that Death is a fulfilment of things and not an end.

He then traced the lives of the five persons back to the days when in Lima there was a wicked dancer, Camille. Lily Damita, who plays the part of the dancer, is portrayed as the impetuous and wilful girl who is spoiled by fame. She acts excellently. The Viceroy lays his heart at her feet, and, while wanting him to give her power, she is enamoured of a young toreador. She also captures the heart of a poor but honest public letter writer, Manuel. The latter has a twin brother, Esteban, but Camille manages to estrange the two.

The picture also shows the old Marquesa of the district whose only passion is the love she entertains for her daughter, Clara. The latter, resenting this love, goes and marries the man of her own choice. She and her husband go to live in Spain. The old Marquesa is heart-broken. To keep her company a young girl, Pepita (Raquel Torres), is taken out of a convent to live in the palace. Pepita succumbs to the charm of Esteban.

Manuel's hopeless and unrequited love for the fickle dancer causes him his death. Esteban is broken hearted. Pepita is also broken hearted in her secret love for Esteban. The old Marquesa is pining for her daughter. Then there is the old uncle of the wicked Camille, who is sorely disappointed in his niece. Taking the nameless child of Camille with him, the old man crosses the bridge on his journey to Spain. On the same bridge are the Old Marquesa, Pepita and Esteban. The bridge collapses and the five of them perish.

Famous Crook Play

Jimmy Valentine, the famous cracker of safes and breaker of hearts, comes back again when "Alias Jimmy Valentine," a motion picture starring William Haines, begins on Sunday at the Queen's Theatre. The greatest of all crook plays, written by Paul Armstrong, went round the world after its phenomenal stage success on Broadway.

The film, version was directed by Jack Conway with a strong supporting cast, and is Metro-Goldwyn-Mayer's first talking picture. Haines plays the title part, and is assisted by Lella Hyams, Lionel Barrymore, Karl Dane and Tully Marshall. For the first time on the screen, Haines assumes a role that is more dramatic than comedy.

The star as the safe cracker extraordinary goes to a small town to rob the bank, and with his confederates, pulls off the job, but as he is leaving town, meets the daughter of the bank president and falls in love. He resolves to return the money and start all over again. He does so, works his way up from a lowly position to cashier of the bank, and has pretty well atoned for his past when Doyle, his detective enemy, finds him, and exposes him. Valentine outwits him, when a young sister of his sweetheart becomes locked in the new vault, and Valentine is confronted with the decision of opening the door, through his burglarious skill and revealing who he is.

The romantic and dramatic ending to this cinema is both unusual and satisfying.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions

To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-morrow—Fancy dress ball in Great Hall of University.

Entertainment.

To-day—Queen's Theatre, "The Bridge of San Luis Rey."

To-day—Star Theatre, "The Terror."

To-day—World Theatre, "Casanova," 5.15 and 9.15 p.m.

"The Adopted Son's Victory" (Chinese picture), 2.30 and 7.15 p.m.

To-day—Major Theatre, "The Rough Riders."

Sports

February 9—Somerset Light Infantry Gymkhana, Steeplechase Course, Kwant, 2.30 p.m.

Lammert Auction

February 14—At 460, The Peak, Barker Road, household furniture, 10.30 a.m.

Home Mail

To-day—Inward from Europe via Siberia (Hakusan Maru).

Meetings

February 11—Forty-second General meeting of Shareholders of Hong Kong Land Investment & Agency Co., Ltd., at Messrs. Jardine's, 12.30 p.m.

Miscellaneous

February 11—Free lecture on Christian Science, by Hon. Wm. E. Brown, C.S.E., of Los Angeles, Cal., in Old Chamber of Commerce Room, City Hall, 5.45 p.m.

RADIO

TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 855 metres:—

5.530 p.m.—European Programme of Columbia Records by Courtesy of Messrs. Anderson. "Rubinstein" March (Bldgood). "Happy Warrior," March (Kahl).

The Regimental Band of H.M. Grenadier Guards.

"Nell Gwyn Dances—No. 1 Country Dance" (Edward German).

"Nell Gwyn Dances—No. 2 Pastoral Dance" (Edward German).

Regimental Band of H.M. Grenadier Guards.

"The Mighty Deep" (Jude).

"The Stormflood" (Weatherly & Roedel).

Norman Allin.

"Esau Buck" (Kahl).

"Foolishments" (Norman & Mack, "The Two Black Crows."

"Cavalleria Rusticana"—(a) Opening Chorus, (b) Easter Hymn, "Cavalleria Rusticana"—(c) Intermezzo.

The J. H. Squire Celeste Octet.

5.30-6 p.m.—Children's Hour: Aunt Letty, Aunt Kathleen and Uncle Jack will entertain the Kiddies.

7-9 p.m.—Experimental Transmission.

9 p.m.—Studio Concert.

1.—Pianoforte Solo, 1st Moment Sonata Pathétique (Beethoven).

Miss Helen K. Dimmen, L.R.A.M.

2.—Songs, (a) I Sometimes Wonder, (b) How Many a Lonely Caravan, (c) If in the Great Bazaar (Woodford Fender).

Miss Isabel Wallace, Contralto.

3.—Songs, A Spring Carol (Geehl).

Mr. Li Choo-chee (Tenor).

4.—Orchestral Selection, Columbia Records, "Summer Days, Suities" (Eric Coates).

5.—Romance, "Cavalleria Rusticana," Mascagni.

INTERVAL. (News Bulletin.)

1.—Pianoforte Solo, (a) Valse Brillant, F. Major (Chopin).

(b) Poétique Tondiller (Grieg), Miss Helen K. Dimmen, L.R.A.M.

2.—Song, (a) "Tree" (Oscar Kasbach), (b) "The Russia Tree" (Roger Quilter).

(c) "A Blessing" (Cuthbert Wynne).

3.—Song, Torna Amore (Buzzi Peccia).

Mr. Li Choo-chee, Tenor.

4.—Orchestral Selection, Columbia Records, "At the Dance" (Eric Coates).

5.—Song, (a) An Interlude, (b) Pairings (Eathope Martin).

Miss Isabel Wallace, Contralto.

Accompanists: Mr. G. Longyear and Mr. Dick Bartley.

10.30 p.m. (Approx.)—Close Down.

The Van Dyck picture "Concert at Angers," which was cut from its frame and stolen, when being brought from Brussels to London, has not yet been traced. No theory as to when or how the robbery was committed can be formed.

NEW ADVERTISEMENTS.

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Catalogues will be issued.

LAMMERT BROS. Auctioneers.

Hong Kong, February 7, 1930.

WHO OR WHICH?

Man or Tin Found

"Lying"?

"I don't know if he had found the tin lying in the street, or I have found him 'lying' in Court. However, not being sure, I can't convict."

This statement was made by Mr. E. W. Hamilton at the Central Magistracy this morning when he discharged a Chinese who was alleged to have dumped rubbish in Centre Street last night.

A Chinese constable said that he came upon the defendant standing in the street at 11 p.m., with a kerosene tin in his hand. By the side of the drain was a pile of rubbish which the defendant had just emptied from the tin.

Defendant stated that he had placed the tin full of rubbish in the street at 9 p.m., and then went off to drink some congee. When he returned at 11 p.m., he saw that a rag-picker had emptied the rubbish from the tin and was sorting it. As he (witness) had previously lost several tins, he picked it up to take it inside lest the rag-picker might steal it. Just then the constable came up and accused him of dumping rubbish.

The constable told the Magistrate that he did not see any rag-picker. Defendant was alone by the side of the heap of rubbish when he came up.

Defendant maintained that the rag-picker had walked away just before the constable came up, and called a witness to substantiate his story. This man said that he had been to drink congee with the defendant and returned with him.

The constable was emphatic that he did not see this man with the accused, but Mr. Hamilton decided to give defendant the benefit of the doubt.

Uniforms of Lieutenants, vice-Lieutenants, and deputy-Lieutenants of countries are in future to be regarded as military in character, though civil insignia may be worn with them.

The Lansdowne Collection of Greek and Roman statuary and reliefs is to be sold.

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QUEEN'S

DOE SHORTLY

THE VAN DYCK PICTURE

CONCERT AT ANGERS

THE VAN DYCK PICTURE

CONCERT AT ANGERS

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THE VAN DYCK PICTURE

CONCERT AT ANGERS

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Records

Columbia
RECORDS

9756-7—Four Ways Suite
Regal Cine Orch.
(1) Northwards (2) Southwards
(3) Eastwards (4) Westwards
9513-4-5—Unfinished Symphony
(Schubert)
Queen's Hall Orch.
9450-1-2—Symphony in E Flat
(Mozart)
Royal Phil. Orch.
9646—Orpheus in the Underworld
Lucerne Kursal Orch.
9507—Mignon—Polonaise
Squires Octet.
9707—Norwegian Rhapsody
Sym. Orch. of Paris.
9519-22—Carnival of Animals
Sym. Orch. of Paris.
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on demand	79
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on demand	75 1/2
old Leaf, 100 fine (per ton)	—
various (Rangoon)	87 1/2

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STOCK	Buy- ers	Sell- ers	Sales	Non	Fin. year ended	DIVIDEND	PAID
Banks.							
Hong Kong Bank ...	1335	...	1330	...	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	Pending
Chartered Bank	16 1/2	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	Sept. 12, 23
Mercantile Bk. And C.	28 1/2	Dec.	[Int. 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	Oct. ...
Bank of Asia ...	38	16 1/2	Dec.	\$3 for 1923	Pending
Insurances.							
Canton Ins.	720	...	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	May 23, 23
Union Ins.	878	...	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	May 24, 23
China Underwriters ...	170	185	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	...
China Fire Ins.	340	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	May 24, 23
H. K. Fire Ins.	935	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	Mar. 23, 23
Shipping.							
Douglases	25 1/2	Dec.	Last dividend for 1923	...
H. K. Steamboats	27	Dec.	\$1.50 for 1923	Pending
Indo-China (Pref.)	43	...	Dec.	[1/2 ex. 2 1/2 a/o 1923 for 1923 and 1922	June 15, 23
Shell Transports	70	...	Dec.	Last dividend for 1923	...
Union Waterboats	96/10	...	Dec.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	Jan. 6, 23
...	29 1/2	...	Dec.	\$1.50 for 1923	Jan. 31, 23
Mining.							
Benguet ...	5 1/2	Dec.	[Interim 20 cents a/o 1923 making 40 cents a/o 1923	Dec. ...
Kailan Mining Ad.	54 1/2	...	June	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	Dec. 17, 23
Lanlat (Comb.)	18.60	...	Oct.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	...
S'hai Exploration	1.30	...	Dec.	None	...
Loans	5	...	Dec.	Last dividend for 1923	...
Raubs ...	19 1/2	Mar.	Interim 1 1/2 a/o 1923	Dec. 12, 23
Troch Mines	21 1/2	...	Dec.	4 1/2 loss tax Coupon No. 91	Sep. 30, 23
Docks, Wharves, Gedowns, &c.							
H. K. & K. Wharves ...	150	...	151	...	Dec.	\$3 for 1923	Mar. 7, 23
H. K. & W. Docks ...	98	Dec.	Last dividend for 1923	...
China Provident ...	5 1/2	Dec.	Last dividend for 1923	...
Hongkew ...	106	Dec.	Interim 2 1/2 a/o 1923	Sep. 14, 23
N. Engineerings ...	7.60	Dec.	T. 4.0 ordinary for 1923	Mar. 15, 23
Shanghai Docks	108 1/2	Apr.	T. 7.50 for yr. ending 30-4-23 (Return Tm. 23)	July 27, 23
Cotton Mills.							
Ewo Cottons ...	16.85	17	Dec.	Interim T. 6.40 a/o 1923	Aug. 23, 23
S'hai Cotton (old) ...	86	(Apr. and Oct.)	[T. 3.50 old for half year T. 1.44 new for 3-10-23	Nov. 23, 23
Zeong Sings	10	...	Dec.	T. 4.00 for year 30-4-23	Oct. 11, 23
Lands, Hotels & Buildings.							
H.K. & S. Hotels ...	12.70	...	12 1/2	...	Dec.	Last dividend for 1923	...
H. K. Lands ...	96	Dec.	Final 2 1/2 a/o 1923	Pending
Shanghai Lands	105	...	Dec.	Interim T. 2 1/2 a/o 1923	July 31, 23
Humphreys	14	...	Dec.	\$1 for 1923	Feb. 8, 23
H. K. Realities ...	8.65	Dec.	Interim 20 cents a/o 1923	Aug. 12, 23
Chinese Estates	98	Feb.	\$4 for year 23-2-23	June 6, 23
Public Utilities.							
H. K. Tramways ...	10.85	10 1/2	10.85/40	...	Dec.	Interim 50 cents a/o 1923	Aug. 27, 23
Peak Tram (old)	11 1/2	...	Apr.	\$1 on old for year 100 cts on new for 3-10-23	June 7, 23
Star Ferries	78	...	Dec.	\$4 for 1923	Pending
China Light ...	10.70	Sept.	[Final 2 1/2 a/o 1923 ex. 1/2 - \$10.23 [Final 10 a/o 1923 free 1/2 a/o 1923	Dec. 23, 23
H. K. Electric ...	7 1/2	...	7 1/2	...	Dec.	\$1.50 on old for 1923 (\$2.50 on new for 3-10-23)	Mar. 23, 23
Macao ...	23	Dec.
Sandakan Light ...	8	June	None	

World News In Pictures

Sir H. Gompertz



A message from Allassio (Italy) announces that the death occurred, on February 4, of Sir Henry Gompertz. He was formerly Puisne Judge of Hong Kong, and in 1925 was promoted to the position of Chief Justice of the Federated Malay States.

Barred from Party

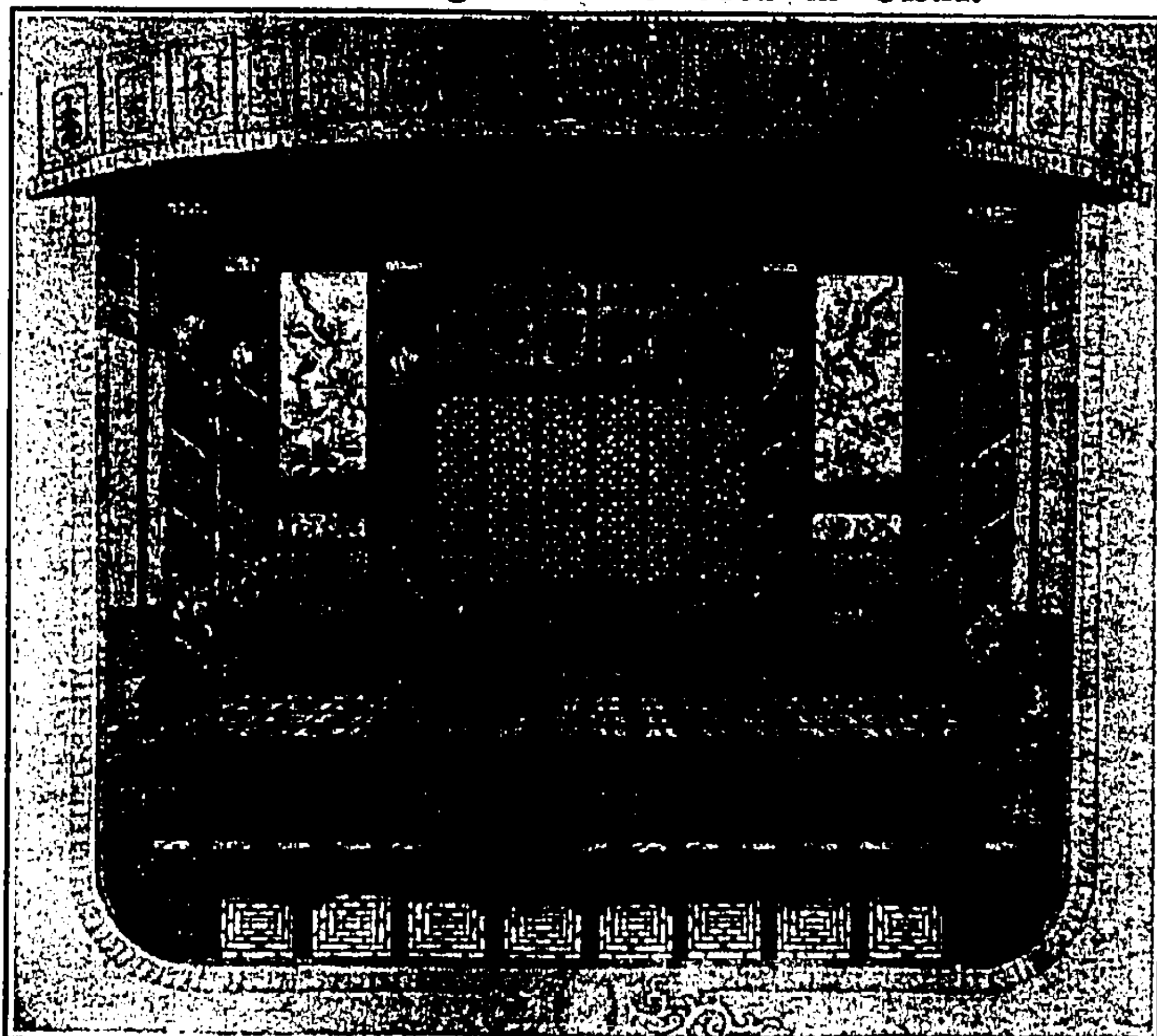


Hugh A. Locke, Governor-elect of Alabama, who, with Senator Heffin, was barred from the Democratic Party for supporting Herbert Hoover in his campaign for the Presidency.

Late President's Daughter

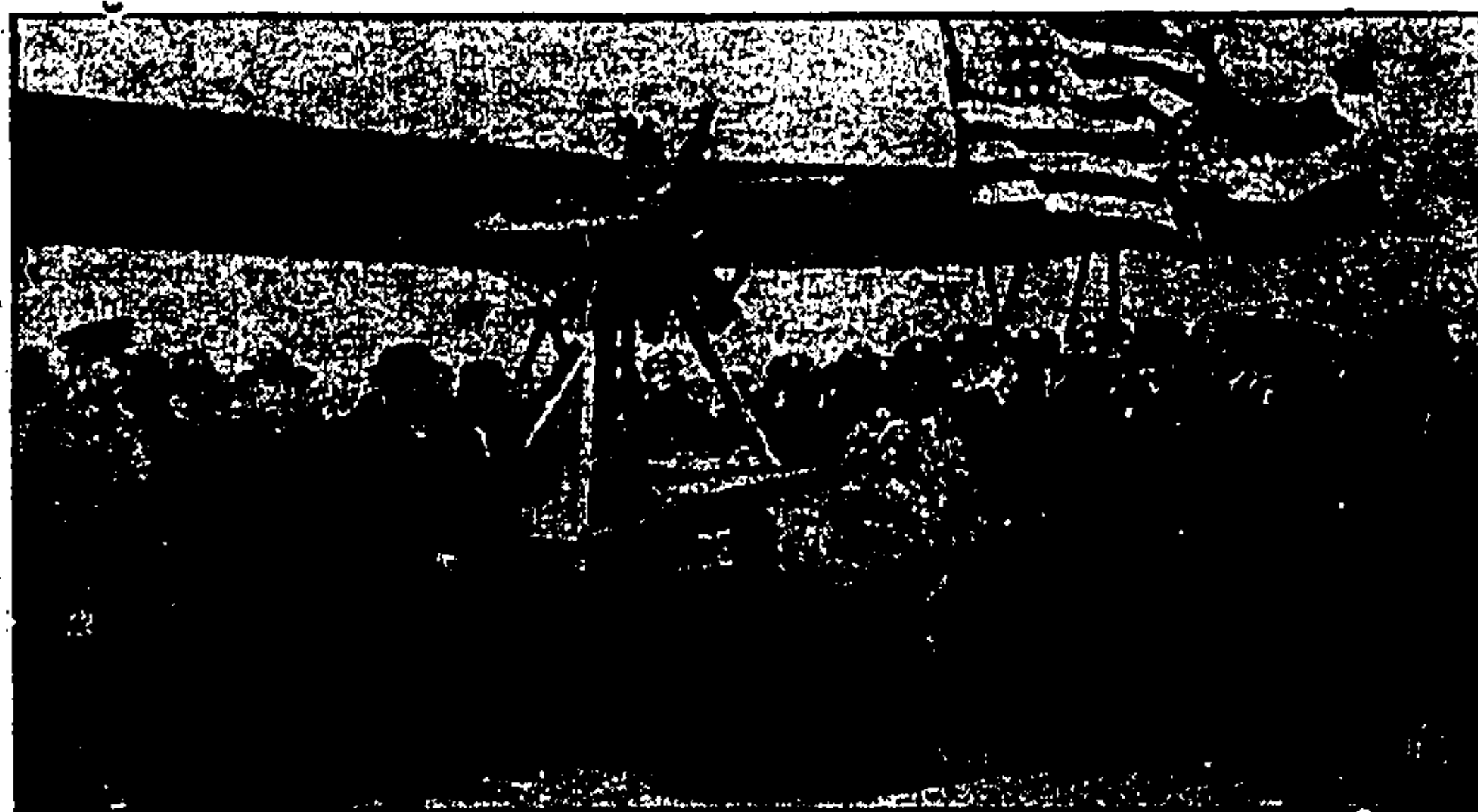


Chinese Stage to Be Used in U.S.A.



Scenery and settings of a Chinese stage which Mr. Mei Lan-fang, China's best known actor and women-impersonator, is taking with him to the United States. This photograph was taken in Shanghai when the stage was set up for a private view previous to shipment. — (Photo by Ah Feng).

Police 'Plane



Clarence Chamberlain, famous pilot, christening one of the two new police 'planes at North Beach Air Terminal, New York, as Grover A. Whalen, Police Commissioner of New York, watches. The two 'planes which were christened are amphibians and are equipped with a machine gun spiece, and tear gas bombs.

\$10,000,000 Gift



(At left).—The Christmas gift to Pittsburgh (his native city) of Maurice Falk, multi-millionaire philanthropist, was the creation of a \$10,000,000 foundation for the public welfare and established as a memorial to his wife, Mrs. Laura Falk.

Minister Resigns



(At right).—Dr. Rudolph Hilferding, German Socialist Minister of Finance, who resigned his portfolio after a week of futile attempts by his Socialist friends to rescue him from the political oblivion into which he had been drifting since the collapse of his financial programme.

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MUSIC • DRAMA • FILMS.

THE THEATRE YEAR
IN LONDONRETURN OF THE SOLDIER:
REVIVAL OF LIGHT OPERA

BOX OFFICE RECORDS

Two things have dominated the London theatre this year, writes "J. B." in the Manchester Guardian. One has been the return of the soldier to the stage as well as to the bookshelf of the best-sellers. The other has been the revival of light opera. Mr. Sherriff's "Journey's End" was produced by the Stage Society in December of last year and was immediately proclaimed a success of esteem. But there was no managerial rush for the rights, and when it was taken to the Savoy Theatre in January there was the greatest timidity as to the result. There is no need to discuss the matter further; the play ran across the world. Never expected to attract the public of 1929, it broke box-office records in every direction. Never intended to be a manifesto against war, it was made so by its own logic and by the passionate tendency of the time. For the author there was an almost hysterical acclaim; he could scarce utter a word without someone calling it his "message."

It can hardly be said again that the nation is never interested in the theatre. "Journey's End" brought to the playhouse those who rarely or never went there. It suddenly nationalised the appeal of the drama and showed to the world that Britain could achieve that rarest feat of courage in the arts; it could face contemporary tragedy. The Greeks, the fathers of tragedy, never did that. When Phrynicus dramatised contemporary warfare he was fined by his fellow-Athenians for opening their mental wounds. The Elizabethans, relishing blood-bolstered endings, dated them back or placed them abroad, except in such an exceptional case as "Arden of Feversham." Mr. Sherriff has been unique in his class. He has offered tragedy not to a specialized theatrical audience but to the million, and they have devoured it. At the same time he would be the first to admit that the peculiar circumstance of a returned or growing curiosity about the war had made the soil ripe for his seed at the exact moment when he planted it.

A Grand Comedian

Mr. O'Casey's wry and wrathful war play "The Silver Tassie" did not long outlive its success of the first weeks. It was a hit-or-miss play that won either lavish praise or complete distaste. In no sense a work of art, if by that phrase be meant something with shape and unity, it went scrambling from a realistic Dublin to a fantastic firing-line, where a formal, bloodless agony kept up its litany of pain. It introduced to London a grand comedian in the person of Mr. Barry Fitzgerald, and emphasized with its harsh utterance of anger and its ragged rhythm Mr. Raymond Massey's genius in production of pieces where something more is needed than the nice conduct of cocktail-glass and cigarette. It was a pity that Mr. Massey could not renew his rendering of Mr. Hubert Griffith's war play "Tunnel Trench." That piece did not "develop" so well when tried for a run at the new Duchess Theatre as it had done at its experimental production by Mr. Massey five years earlier. "Journey's End" had set us a higher standard, it is true, but Mr. Massey had evoked more poignancy

from the bitter, unstressed ironies of the swaying, murderous battle fought day after day for a hole in the mud.

Musical comedy may go from bad to worse as the Austrian tradition fades out and syncopation can invent no fresh tricks to play. It is just the time, accordingly, to revive the British tradition of light comedy. Sir Nigel Playfair has kept alive at Hammersmith the painted stage of an 18th century seen through a roseate quizzing-glass; on that stage he has maintained the gay operatic convention from Gay to Sheridan. It is now desirable that we should do a little of our own lyrical work, and Mr. A. P. Herbert is an admirable librettist for a movement which will teach manners to the musical play that has fallen elsewhere into such rough hands.

TALKING FILMS

Complicate Work of
Casting Director

No longer is the work of the motion picture casting director restricted to the selection of players who possess acting ability and satisfactory microphone voices. "Symphonic casting" is the latest complication to develop in the always difficult task of assembling actors for a talking screen play.

"Symphonic casting" in practice resolves itself into choosing players whose voices blend satisfactorily together while retaining their individual distinctiveness according to H. Emerson Yorke, casting director.

(Continued on Next Column.)



Fay Bainter, popular stage star, was \$420,000 richer as the result of a ten-minute appearance in court. Miss Bainter testified in her suit against the Fidelity and Deposit Company of Maryland for insurance on two rings stolen from her apartment three years ago.



Mrs. Olive Ann Farnum, wife of William Farnum, former film actor, is pictured in court, at Los Angeles, where her maintenance suit goes on trial. She asks the court to award her an allowance of \$2,500 per month.

COLOUR AUTOBIOGRAPHY

By
GEORGE JESSEL
(Fox Movietone Artist)

My first appearance on the stage was when I was eight years old as an employee of William Fox. When I was ten, under the management of Gus Edwards, I had my first leading lady, Lila Lee, aged four. And, twenty years later, I am appearing again under William Fox and "Lila Lee" in the picture "Love, Live and Laugh."

When Mr. Fox first came to New York, east side. He had not been in the movie business long at the time, and he was a very young man.

could get a little sleep in the morning. That was the first time I ever had been away from my mother, Mrs. York. About a year later Edwards hired me for his "Kid Cabaret" vaudeville act. When I was ten years old I had risen to the station of leading man in the act.

One day Edwards and I were walking down the street in Union City, N. J. As an artist will do, I was complaining about my support. "The girl that goes with me is no good," I told Edwards. "She hasn't got the looks or the class."

"Yes," said Edwards. "Well, if you're so particular, let's see pick out a girl that would be better."

"How about that girl over there?" I answered, pointing to a kid on a porch across the street.

"For so fat at that," decided Edwards after taking a look at the kid. "The girl's name was Lila Lee and we persuaded her parents to let her join our act. That was the name of the girl, and I acted together under Edwards for years."

When I got to the act and went to Lila Lee, she was a very young girl. I had never seen her before, but she was very beautiful. I had never seen her before, but she was very beautiful.

I had never seen her before, but she was very beautiful. I had never seen her before, but she was very beautiful. I had never seen her before, but she was very beautiful.

Hollywood
Humor

PUPPY LUCK

By JOYCE COMPTON
(Fox Movietone Artist)

I have always been very fond of dogs as pets. When I came to Hollywood to try to get in the movies I brought with me several dogs. I had two Pekinese and two griffons, those funny little hairy-plated dogs with banjo eyes.

Well, everywhere I went I either took my pups with me or talked about them to the point where people were bored. When I got on the "Hollywood" and I was getting nothing but bits and extra assignments my friends advised me to get my pups off my mind.

"You talk about them so much it annoys the studio people and hurts your chances," they told me. I thought it over and decided my friends were right in saying I had made myself tiresome. I only vowed to myself not to speak of them in public again but I was on the point of selling them.

Then one day I got a phone call asking me to come down to the Fox studio the next day. I went and was greeted with the grand news that two fix directors wanted me for featured parts in new pictures. John Ford wanted me for "Salute" and John Hyatt for "The Sky Hawk." After I had signed for the parts I told them how surprised I was.

"I didn't think anybody even knew my name around here, much less wanting me for a big part," I said to Hyatt.

"Nobody did," he answered. "We probably never would have found you, except that I remembered a pet Pekinese you used to carry around. Ford called a kennel club and got your address."

My pups are not for sale now.

tor at the Paramount Long Island studio.

"In the perfect screen cast of today, every voice should be as distinctive as are the different groups of instruments in a symphony orchestra, Yorke maintains, in elaborating on his theory of choosing players. "Carrying the comparison a little farther, the ensemble of voices should blend together without discord. In other words, the voices of a group of players should possess both contrast and harmony—a paradoxical combination that, coupled with the other requirements of the roles, complicates the task of the casting director a thousand-fold."

"If, for instance, there are two feminine characters of approximately equal importance to the story, the casting director must not only choose contrasting physical types but he must also find actresses with contrasting voices. Preferably, one of the players should have a soprano quality in her talking voice and the other a contralto range. When this ideal combination is achieved, the audience unconsciously appreciates the vocal variety and the harmonious blending of the two voices."

MODERN STUDIOS

Make Work a
Pleasure

While the rest of Hollywood bakes under the summer sun, that part of it engaged in the making of all-talking pictures works in comfortable coolness, breathing water-washed air and wholly undisturbed by the din of living that goes on outdoors.

List that as one of the few pleasures of sound picture making. At the Paramount studios in Hollywood, each of the new modern sound proof stages is ventilated by a cooled (in summer time) and heated (in winter) air-circulating system comparable to those installed in the larger metropolitan theatres of the country.

Maurice Chevallier and his supporting cast filming "The Love Parade" and this especially satisfying. "The Love Parade" is the screen's first original operetta, and being an operetta, the costumes are elaborate. Chevallier, for example, wears tight-cut military uniforms, with high collars, ropes of heavy braid and high boots.

"The Love Parade" is directed by Ernst Lubitsch from a libretto by Guy Bolton and a story by Ernest Vajda. The original musical score was written by Victor Schertzinger and the lyrics by Clifford Grey.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the island and Mainland is published:—

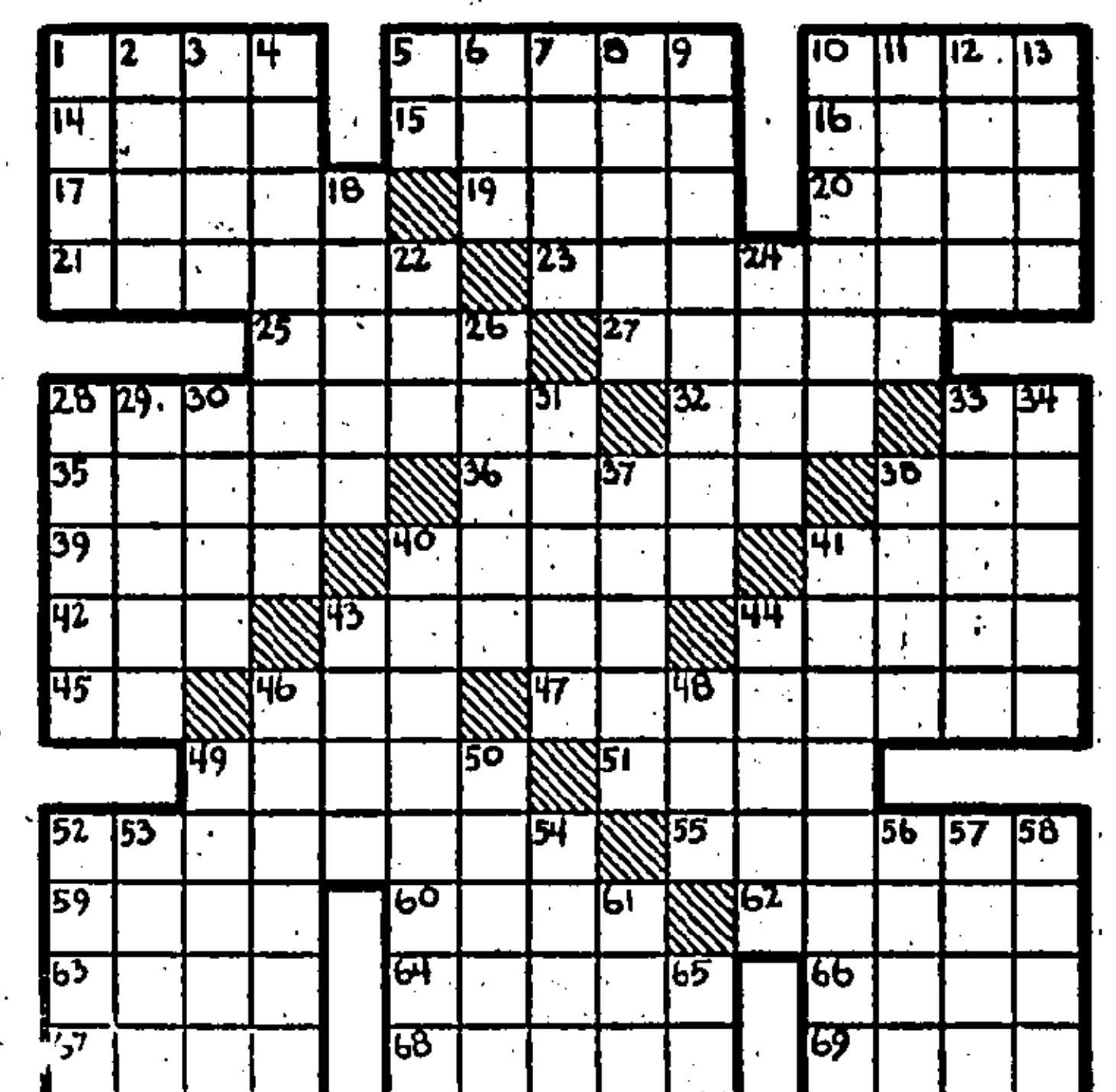
Island.	Feet.
Victoria Peak	1828
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Talkoo Sanatorium	1000
Mt. Davis	877
Howen Road (Alterbeds)	297
Mainland.	Feet.
Tai-mo-shan	3124
Kowloon Peak	1971

YESTERDAY'S SOLUTION	
CAROL	EMPIRE
ACERATE	LSLOP
IMP	BIN
CE	RASINADO
CE	PAN
SLAT	WAGES
STRENO	HAGAR
AT	EO
ALL	BARONS
ENDOR	MIN
IT	NOVITIATE
DAD	TEN
ETON	I
RATION	GRADUAL
	SOLES

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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, pious, and altho.)

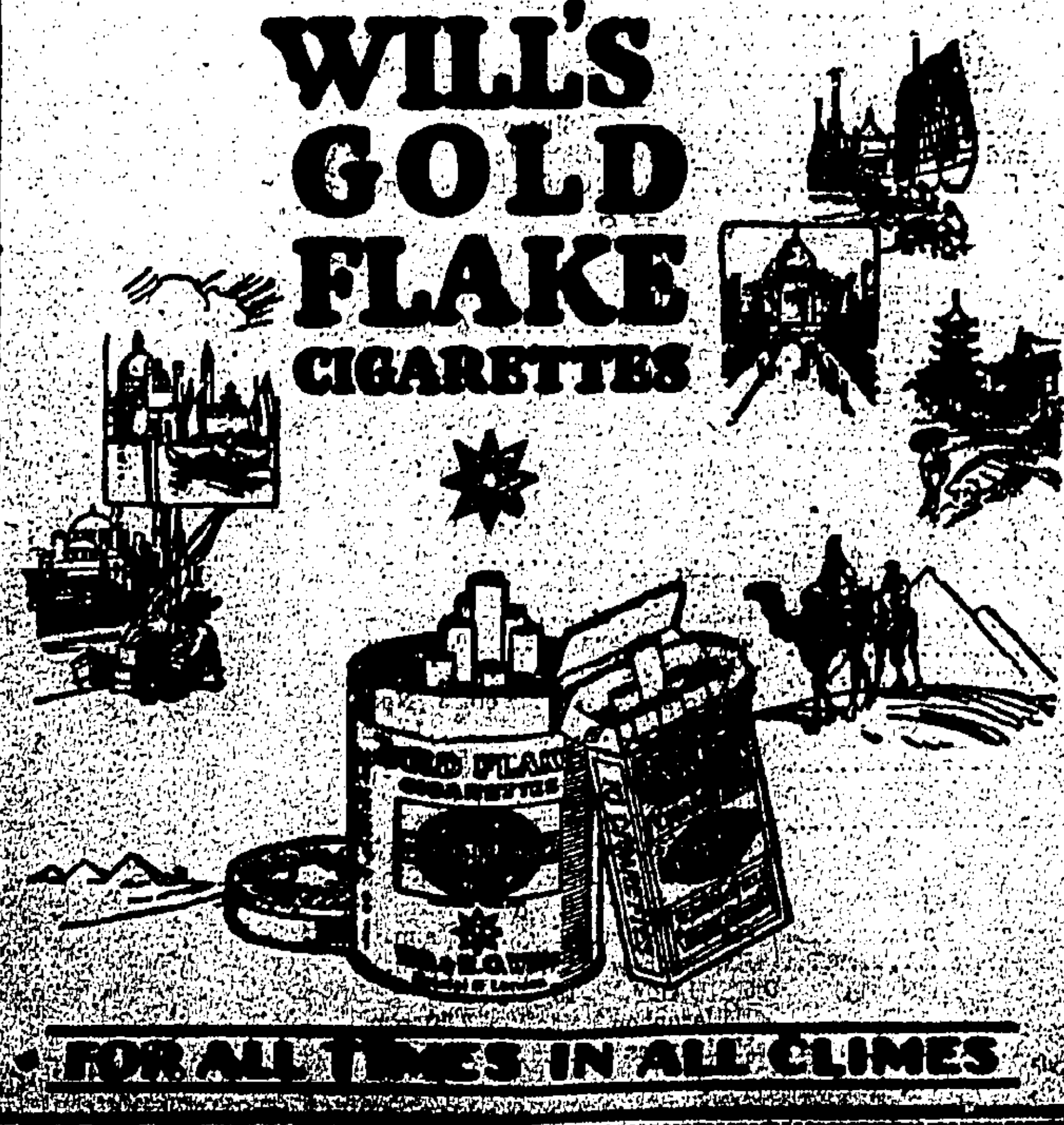


HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Famous American engineer and bridge builder	44-Accend	13-Fresh-water duck
5-Cork used in fishing	45-The (Spanish)	18-Silent
10-Support for mattress	46-Authority of the Pope	22-Point of compass (abbr.)
14-Narrative poem	47-Offered	24-Water jug
15-Bulky	48-Horse	26-Animal stomach used as food
16-Heart	51-House covering	28-Low marshy ground
17-Fallafers	52-Departed speedily	29-Small glass bottle
18-Oldest member by reason of service	53-Harness straps	30-Mysterious
20-One of the grand divisions of the world	54-By word of mouth	31-Slumbered
21-Great	55-Sand forth	32-Slumbered
22-Astral	56-Striking effect	33-Slumbered
23-Liquid measure	57-Hat (slang)	34-Wasted time
27-Fresher	58-Shakespearean hero	37-More recently
28-School book (pl.)	59-Department of France	38-Fibrous tube
32-A color	60-Disappeared	40-Street cleaning machine
33-Eastern State of U. S. (abbr.)	61-Introduces	41-Introduces
35-Old instrument of torture	62-Disappeared	42-Appar.
36-Sucker	63-Disappeared	43-Worship
38-Coal scuttle	64-Disappeared	44-More rapid
39-Melodies	65-Disappeared	45-In no manner
40-Weapon	66-Disappeared	46-Balance
41-Man's name	67-Disappeared	47-Devil
42-Non-professional	68-Disappeared	48-Specks
43-Drove along with great force	69-Disappeared	49-A large lake
		50-U. S. coin
		51-Hint
		52-Merit
		53-Let it stand, in proofreading
		54-Beverage
		55-Certified as correct (abbr.)

The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.

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Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day—Korea Maru, California, Kalgan, Anking, Remo, Empress of Asia, Boneville, Kong Ning, Yuan Shun, Kaying, Kiso Maru, Talma, Kinshan, Calcutta Maru, Canton, Yeljun Maru, Koho Maru, Hakutatsu Maru, Hwa Hong, Unyo Maru No. 3, President Harrison, Batavia Maru, Storvikon, Kumakata Maru, and Aeneas.

INWARD MAILS

From Per
Manila SATURDAY, FEBRUARY 8.
U.S.A. (San Francisco, Jan. 10), Honolulu, Oldekerk
Japan and Shanghai President Harrison
SUNDAY, FEBRUARY 9.
Shanghai and Swatow Sunning
Shanghai Coblenz
Suez and Straits Aeneas
Manila President Grant
MONDAY FEBRUARY 10.
Europe via Negapatam (Papers only, London, January 9) Kutsang
U.S.A. (San Francisco, Jan. 17), Honolulu, Japan and Shanghai President Lincoln
TUESDAY, FEBRUARY 11.
Straits Allpore
Australia and Manila Changte
Japan and Shanghai General Metzinger

OUTWARD MAILS

For Per
Sam Shui and Wuchow Kung Ning 4 p.m.
Haiphong Chihhua 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles
Hakusan Maru (Due Marseilles, March 9.)
K.P.O. G.P.O.
Registration Feb. 7, 4.30 p.m. Registration Feb. 8, 8.45 a.m.
Letters Feb. 8, 9 a.m. Letters Feb. 9, 9.30 a.m.

SATURDAY, FEBRUARY 8.
Formosa Oldekerk 9 a.m.
Japan Celebes Maru 10.30 a.m.
Straits and Calcutta Talma
Parcels Feb. 8, Noon.
Letters Feb. 8, 1 p.m.
President Harrison 5 p.m.

Manila Liangchow
Shanghai, Dally and Europe via Registration Feb. 8, 5 p.m.
Siberia Letters Feb. 8, 6 p.m.

SUNDAY, FEBRUARY 9.
Swatow, Amoy and Formosa Hozan Maru 8 a.m.
Bangkok via Swatow Kwangchow 9 a.m.

MONDAY, FEBRUARY 10.
Straits Bellerophon 2.50 p.m.
Swatow Hydangee 2.50 p.m.

*No parcels, correspondence, etc.

SINGAPORE SLOW!

Hustle Wanted in Extradition Case

ESCORT NOT YET HERE

The Straits Chinese, Lee Chung-tang, alias Lee Bun-cheong, against whom extradition proceedings are being taken by the Singapore authorities for alleged criminal breach of trust in respect of the sum of \$5,000, the property of Peh Wah-kok, of Singapore, made a second appearance before Mr. E. W. Hamilton at the Central Magistracy to-day.

Mr. T. Murphy, who appeared for the Police, asked for another remand, stating that no further intimation had been received from Singapore since the alleged fugitive's previous appearance in Court.

Mr. Murphy added that just before coming to Court last week, the Police had received a telegram from Singapore saying that an escort was leaving for Hong Kong, but apparently it had not yet left.

In granting a further remand until Tuesday morning, Mr. Hamilton asked Mr. Murphy to wire to Singapore to move quickly in the matter. They could not keep the man here for an indefinite period whilst they (in Singapore) put their hands in their pockets and did nothing.

SHOT PRESIDENT

Considered to Be Out of Danger

Washington, Yesterday. President Hoover sent a message to Senator Rubio, congratulating him on his escape, and rejoicing that he is spared to carry on his constructive programme. The Senate passed a resolution regretting the attempt on President Rubio and wishing him a speedy recovery.

Mexico, City, Yesterday. Senator Rubio is considered to be out of danger.—Reuter's American Service.

Bullet Lodges in Left Jaw
Mexico City, Yesterday. The President's lower left jaw was broken by the bullet lodging in his cheek. He was removed to his home and then to hospital.

The President's little daughter was the only occupant of the presidential car who was unhurt. It was fortunate the chauffeur was not seriously enough injured to stop the car, for eye-witnesses declare that the assailant had several companions with him.

Seven arrests have been made.—Reuter's American Service.

Second Operation
Mexico City, Later. President Rubio has had a

MOTOR CYCLIST'S OFFENCE

TWO CHINESE COOLIES KICKED DOWN

COMPENSATION ORDERED

Mr. E. F. Warborton, a Sanitary Inspector, was summoned before Mr. E. W. Hamilton, to-day, for driving a motor-cycle in Connaught Road Central at 6.45 p.m., on January 26, with a learner's licence which confined him to specified localities only. He admitted the offence.

Traffic Sub-Inspector Alexander said that there was a pillion rider on the cycle, which knocked down two coolies, who had to go to hospital. One remained only one day, but the other, who was injured in the head, had to stay in for three days. The hospital fee was 50 cents per day.

The Magistrate suggested awarding each man \$5 as compensation, but the man who was injured in the head protested that it was insufficient. He explained that at the time of the accident he was carrying a load of rattan. He was knocked unconscious and the rattan was lost. Besides, his clothing was torn.

Coolie's Own Fault

Replying to the Magistrate, Mr. Warborton said that the man was carrying three or four brooms. These caught the handle-bar of the cycle. It was really the coolie's own fault that the accident occurred.

His Worship then decided to award this man \$10 as compensation, telling him that if he did not accept that he would not make any order and leave the coolie to take a civil action against Mr. Warborton.

The coolie accepted, whereupon Mr. Hamilton made orders for compensation of \$10 and \$5 for the respective coolies, and imposed a fine of \$5 on Mr. Warborton, remarking that it should have been \$10, but he was reducing the fine in view of the fact that he had increased compensation for one of the coolies.

Addressing Mr. Warborton, Mr. Hamilton asked him please not to let it happen again as he was liable to get into all sorts of trouble. He advised defendant to get examined for his driver's licence as soon as he could.

second operation, a piece of splintered bone being removed from the jaw. His doctors say that his condition is satisfactory, but nobody is allowed to talk to him.

—Reuter's American Service.

STEAL AND BUY

Boy Who Does Not Know Difference

MOTHER MORE TO BLAME

"I blame the mother and the son more than the boy in the dock," remarked Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, when a Chinese lad, 13 years of age, was charged with the theft of a log of a wood from a shop in Tung Choi Street.

The Police stated that the boy was seen rolling the log home at 11 p.m., and was arrested cutting it up in the house.

An elder brother produced a bill to the Interpreter, who stated that it was all a mass of figures and did not state what it was for.

The shop-keeper stated that he made the bill out but it was not for the wood produced in Court but for another piece.

The Magistrate held that both had tried to deceive him with the bill. He asked the shop man whether the defendant's people were good customers, and the answer was "Yes for years, they steal wood and they buy it!"

Sub-Inspector James: That is very probable.

The Magistrate asked the mother why she allowed her boy to steal and she replied "Oh, but he is so young; he does not know the difference between what is good and what is bad."

His Worship held that as the lad was thirteen he ought to have known better and ordered him to receive six strokes of the cane.

AUSTRALIA "SAFE"

Will Not Fail to Meet Her Obligations

Canberra, Yesterday. The Prime Minister, Mr. J. Scullin, chairman of the Australian Loan Council, and Mr. Theodore, in a joint statement referring to the anxiety in certain quarters in London as regards the Australian financial position, declare that there is not the slightest possibility of Australia failing to meet her National obligations. The Labour trouble is admittedly serious, but it is confined to the coal-mining industry of one State.—Reuter.

NOVGOROD FAIR

Famous Event to Be Abolished

Moscow, Yesterday. It is officially announced that the Government have decided to abolish the Nijni Novgorod Fair as unnecessary under modern conditions.—Reuter.

The BRIDGE of SAN-LUIS REY

LILY
DAMITA

ERNEST TORENCE
DON ALVARADO
RAQUEL
TORRES



ALL-TALKING COMEDY

CHARLEY CHASE

IN
"The Snappy Sneezer"

METROTONE NEWS

Clog dancing in Holland
Giants of Toyland
6 day cycle race.

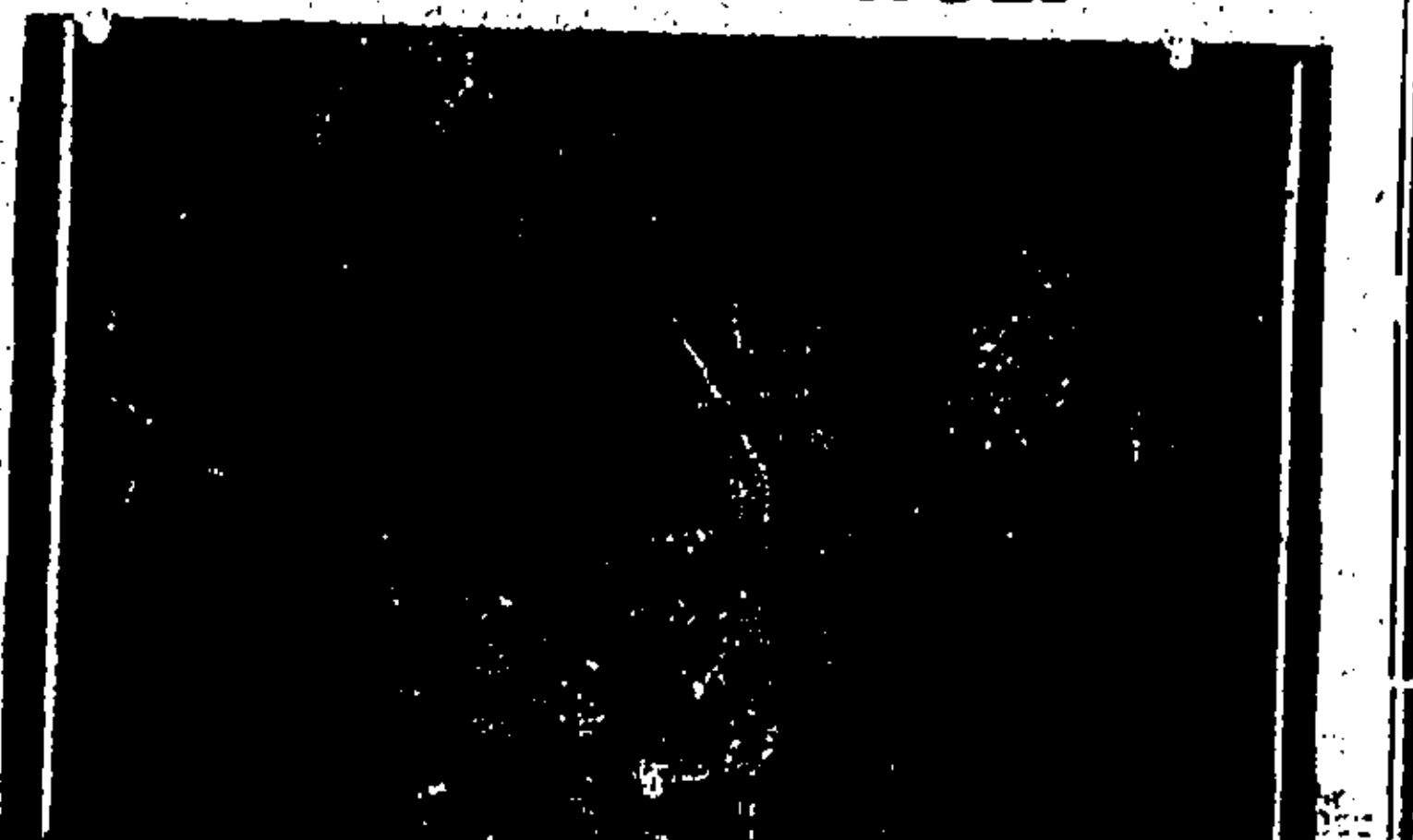
AT THE

QUEEN'S

TO-DAY AND TO-MORROW

At 2.30, 5.10, 7.15 & 9.20.

"THE TERROR"



AT THE

STAR

TO-DAY AT 5.30 & 9.20.

TO-MORROW AT 2.30, 5.30 & 9.20.

CASANOVA, THE PRINCE OF ADVENTURERS

THRILLS — ROMANCE — DRAMA
ACTION — SUSPENSE!

AT THE

WORLD

TO-DAY & TO-MORROW

at 5.15 and 9.20.

At 2.30 & 7.15, Chinese Picture, "Adopted SON'S VICTORY."

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A MAN'S PICTURE THAT WOMEN WILL LOVE!



TO-DAY & TO-MORROW
Daily at 2.30, 5.30, 7.20, & 9.20 p.m.

The Girl They Left Behind Them!
Two boys loved her—faced bullets and fever for her—and one, a coward—turned hero—and died for her! Don't miss this picture. So humorous—so spontaneous—so human! You'll want to see it again and again.

A Paramount
Special Picture

THE ROUGH RIDERS

NOAH BEERY, MARY ASTOR, GEORGE BANICOFF, CHARLES FAIRBANK, FRANK KOPPER, CHARLES MANNING



ASPIRIN

SAY "BAYER ASPIRIN" and INSIST!

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